The Great Grid Upgrade

North Humber to High Marnham

NHHM-AEC-CNS-REP-0003

North Humber to High Marnham

Volume 5: Reports and Statements

Document 5.1 Consultation Report

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

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

nationalgrid

Contents

1.	**Introduction**	**2**
1.1	Overview	2
1.2	The Role of National Grid	3
1.3	About the Project	4
1.4	Project Development	6
2.	**About the Consultation Report**	**10**
2.1	Background to this Consultation Report	10
2.2	Changes to the Statutory Consultation Regime	11
2.3	Purpose of the Report	13
2.4	Structure of the Report	14
3.	**Approach to Consultation and Engagement**	**16**
3.1	Approach to Consultation and Engagement	16
3.2	Summary of 'Stage One' Non-statutory Consultation and Localised Non-statutory Consultation Activities	18
3.3	Summary of Previous Consultations on the Substation Sites	21
3.4	Summary of Statutory Consultation Activities	23
3.5	Summary of Further Landowner Consultation	25
4.	**Legislative Compliance**	**27**
4.1	Introduction	27
4.2	Compliance with the Planning Act 2008	27
4.3	Compliance with the Planning Act 2008: Pre-Application stage for Nationally Significant Infrastructure Projects	36
4.4	Compliance with the APFP Regulations 2009	49
4.5	Compliance with the Planning Inspectorate Advice on the Consultation Report	54
4.6	Compliance with the Guidance on Pre-Application Prospectus	63
5.	**Non-statutory Consultation**	**65**
5.1	Introduction	65
5.2	Stage One Non-statutory Consultation	65
5.3	Localised Non-statutory Consultation	74
6.	**Preparation for Statutory Consultation**	**82**
6.1	Introduction	82
6.2	Summary of the Development of the SoCC	82
6.3	Consulting Local Authorities on the SoCC	82
6.4	Publication of the SoCC	87

7. Statutory Consultation 89

7.1 Introduction 89
7.2 Approach to Statutory Consultation 90
7.3 Consulting with Prescribed Consultees Under Section 42(1)(a) and 42(1)(aa) 93
7.4 Consulting with Prescribed Consultees Under Sections 42(1)(b) and 43 93
7.5 Consulting with Persons with an Interest in Land Under Sections 42(1)(d) and 44 96
7.6 Notifying the Secretary of State Under Section 46 98
7.7 Consulting with Local Community Under Section 47 99
7.8 Confirmation of Adherence to Commitments Within the SoCC 100
7.9 Publicising Pursuant to Section 48 124
7.10 Details of Information Available and Enquiry Channels 125
7.11 Engagement with Underrepresented and Local Interest Groups 129
7.12 Adequacy of Consultation Milestone 132

8. Responses to Statutory Consultation 135

8.1 Introduction 135
8.2 Responses Received 136
8.3 Summary of the Consultation Feedback Questionnaire 136
8.4 Summary of Approach to Analysis 137
8.5 Summary of Responses to Questions 139
8.6 Findings from the Statutory Consultation 152
8.7 Summary of Design Changes Made Following Feedback Received 1075

9. Further Consultations with Persons with an Interest in Land 1078

9.1 Introduction 1078
9.2 Additional Section 42 Consultation with Section 44 Parties - PILs 1078
9.3 Responses Received to the Further Consultation 1080
9.4 Summary of Design Changes Made Following Feedback Received 1114

10. Environmental Impact Assessment Consultation 1115

10.1 Introduction 1115
10.2 Summary of EIA Scoping Opinion and List of Consultation Bodies who Responded 1115
10.3 Confirmation of Adherence to Section 48 of the PA 2008 1116
10.4 Consultation on the Preliminary Environmental Information 1117

11. Conclusion 1118

11.1 Introduction 1118
11.2 Adequacy of Consultation 1118
11.3 Compliance with Planning Act (PA) 2008 and Environmental Impact Assessment Regulations 1119
11.4 Summary of Changes 1119

Table 3.1 – Summary of stage one non-statutory consultation activities 19
Table 3.2 – Summary of localised non-statutory consultation activities 20
Table 3.3 – Summary of the Birkhill Wood Substation consultation activities 22
Table 3.4 – Summary of the High Marnham Substation consultation activities 23
Table 3.5 – Summary of Project statutory consultation activities 24
Table 4.1 – How National Grid has complied with the statutory requirements of the PA 2008 27
Table 4.2 – How National Grid has complied with the guidance set out by MHCLG on the pre-application stage for NSIPs 36
Table 4.3 – How National Grid has complied with the APFP Regulations 2009 50
Table 4.4 – How National Grid has complied with the guidance set out in the Planning Inspectorate Advice on the Consultation Report 54
Table 4.5 – How National Grid has complied with the Planning Inspectorate guidance on the Pre-Application Prospectus 64
Table 5.1 – Summary of stage one non-statutory consultation activities 66
Table 5.2 – Stage one non-statutory consultation events (in-person and online) 69
Table 5.3 – Public information points used for the stage one non-statutory consultation 71
Table 5.4 – Political stakeholder briefings for the stage one non-statutory consultation 72
Table 5.5 – Summary of localised non-statutory consultation activities 75
Table 5.6 – Localised non-statutory consultation events 77
Table 5.7 – Public information points used for the localised non-statutory consultation 78
Table 5.8 – Political stakeholder briefings for the localised non-statutory consultation 79
Table 6.1 – Summary of feedback from host authorities on the draft SoCC and regard had to comments 83
Table 6.2 – Newspapers circulating in the vicinity of the proposed development where the SoCC Section 47 notice was published 88
Table 7.1 – Section 42(1)(b) local authorities 94
Table 7.2 – Number of PILs consulted 97
Table 7.3 – How National Grid has complied with the SoCC 100
Table 7.4 – Newspapers where the Section 48 notice was published 124
Table 7.5 – Location of Section 48 notices along the route 125
Table 7.6 – Public information events 127
Table 7.7 – Webinar events 128
Table 7.8 – Local information points 129
Table 7.9 – Underrepresented group engagement tools 130
Table 8.1 – Questionnaire sections and question types 136
Table 8.2 – Summary of consultee feedback and National Grid's response for Route Section 1: Creyke Beck to Skidby 154
Table 8.3 – Summary of consultee feedback and National Grid's response for Route Section 2 Skidby–A63 dual carriageway 188
Table 8.4 – Summary of consultee feedback and National Grid's response for Route Section 3: A63 dual carriageway–River Ouse crossing 262
Table 8.5 – Summary of consultee feedback and National Grid's response for Route Section 4: River Ouse crossing 350
Table 8.6 – Summary of consultee feedback and National Grid's response for Section 5: River Ouse crossing–Luddington 414
Table 8.7 – Summary of consultee feedback and National Grid's response for Section 6: Luddington–M180 motorway 447
Table 8.8 – Summary of consultee feedback and National Grid's response for Section 7: M180 motorway - Graizelound 509
Table 8.9 – Summary of consultee feedback and National Grid's response for Section 8: Graizelound – Chesterfield Canal 590
Table 8.10 – Summary of consultee feedback and National Grid's response for Section 9: Chesterfield Canal – A620 east of North Wheatley 638
Table 8.11 – Summary of consultee feedback and National Grid's response for Section 10: A620 east of North Wheatley – Fledborough 702
Table 8.12 – Summary of consultee feedback and National Grid's response for Section 11: Fledborough – High Marnham 837
Table 8.13 – Summary of project-wide consultee feedback and National Grid's response 888
Table 9.1 – Number of new PILs Consulted from June 2025 to August 2026* 1080
Table 9.2 – Summary of S42d consultee feedback to targeted PILs consultation and National Grid's response 1082

Image 1.1 – Structure of the National Grid Group in the UK 4
Image 1.2 – National Grid's approach to project development and delivery 7
Image 1.3 – Project timeline 9
Image 7.1 – Statutory consultation zones map 92
Image 7.2 – Map of s42(1)(b) local authorities 95
Image 8.1 - Question 17: Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for North Humber to High Marnh 144
Image 8.2 Question 19: How concerned are you about the following: The effect of climate change/global warming on your life, (and) The effect of climate change/global warming on the lives of future generations? 145
Image 8.3 – Question 20: How much do you agree or disagree with the following statements? 147
Image 8.4 – Question 22: How would you describe your interest in the North Humber to High Marnham project? 148
Image 8.5 Question 23: What is your gender? 149
Image 8.6 – Question 24: Do you consider yourself to be a person with a disability? 150
Image 8.7 – Question 25: How would you describe your ethnic background? 151
Image 8.8 – Question 26: What is your age? 152

References 1121

Executive summary

National Grid Electricity Transmission plc (National Grid) is developing the North Humber to High Marnham Project (the Project), a proposed new 400 kV electricity transmission connection between East Riding of Yorkshire and Nottinghamshire. The Project would reinforce the national electricity transmission network, enabling the connection of new low carbon energy generation and supporting the delivery of the UK Government's clean power and net zero ambitions. The Project is a Nationally Significant Infrastructure Project (NSIP) for which development consent is being sought through a Development Consent Order (DCO) under the Planning Act 2008 (HM Government, 2008). It is recognised as a critical reinforcement to provide the network capacity required to meet future electricity demand and support the transition to a low-carbon energy system.

In accordance with the requirements of the PA 2008 and informed by inputs from key stakeholders on the engagement methods used, National Grid undertook multi-stage pre-application consultation, allowing consultees several opportunities to provide feedback as the Project proposals evolved.

In Summer 2023, non-statutory consultation was held for a period of eight weeks, between 1 June and 27 July 2023. This non-statutory consultation introduced the Project, explained how National Grid had developed its proposals, and sought the views of the public and stakeholders. An additional localised non-statutory consultation was held for a period of four weeks, between 9 July and 6 August 2024. This localised non-statutory consultation presented a potential alternative corridor for a section of the route between South Wheatley and High Marnham, referred to as the 'eastern corridor'.

Statutory consultation was held for a period of eight weeks between 18 February and 15 April 2025 and provided the opportunity for the public and stakeholders to see how the Project had evolved since the non-statutory consultations, and comment on further detailed engineering design and environmental assessment work. Following statutory consultation, National Grid further refined the proposals, having regard to consultation feedback and in light of additional survey and assessment work.

All feedback received during the non-statutory consultation, localised non-statutory consultation and statutory consultation has been carefully reviewed and considered, alongside outputs from wider stakeholder engagement and consultation with Persons with an Interest in Land (PILs), by National Grid as part of its preparation of the DCO application for the Project. Regard has been had to all feedback received, and substantial changes have been introduced into the Project design as a result.

This report provides details of the pre-application consultation, engagement and publicity that National Grid undertook, and sets out how the Project has evolved in response to feedback received during the pre-application consultation. This Consultation Report forms part of National Grid's application for a DCO for the Project and has been prepared in fulfilment of Section 37(3)(c) of the PA 2008, which requires the application to be accompanied by a consultation report giving details of the matters specified in Section 37(7).

1. Introduction

1.1 Overview

1.1.1 National Grid Electricity Transmission plc (National Grid) owns and maintains the national high voltage electricity transmission network throughout England and Wales.

1.1.2 The transmission network connects the power from where it is generated to the regional distribution network operators who then supply businesses and homes.

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

1.1.4 National Grid has developed plans for the North Humber to High Marnham Project (the Project). The Project would support the UK government's net zero target through the connection of new low carbon energy generation and by reinforcing the transmission network.

1.1.5 The Project would establish a new 400 kilovolt (kV) transmission connection approximately 90 kilometres (km) in length between a new substation to be built in the vicinity of Birkhill Wood, located to the north of Hull near Creyke Beck in the East Riding of Yorkshire, and a new substation at High Marnham in Nottinghamshire.

1.1.6 The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand across the UK.

1.1.7 The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under the Planning Act 2008 (PA 2008). NSIPs require a type of planning permission known as a Development Consent Order (DCO). Instead of applying to the local authority for planning permission, the developer must apply to the Secretary of State via the Planning Inspectorate for a DCO.

1.1.8 National Grid has submitted an application for development consent to the Planning Inspectorate for the Project. The Examining Authority (consisting of one or more examining inspectors), after a period of public examination, will make its recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will decide on whether development consent should be granted.

1.1.9 The Project has been identified as being critical to delivering a network which supports the clean power pathways for 2030 delivery.

1.2 The Role of National Grid

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

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

National Grid Electricity Transmission plc (National Grid)

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

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

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

1.2.6 When planning changes to the transmission system, National Grid must be efficient, coordinated and economical and have regard to the desirability of preserving amenity, in line with the duties under Section 9 and Section 38 of the Electricity Act 1989.

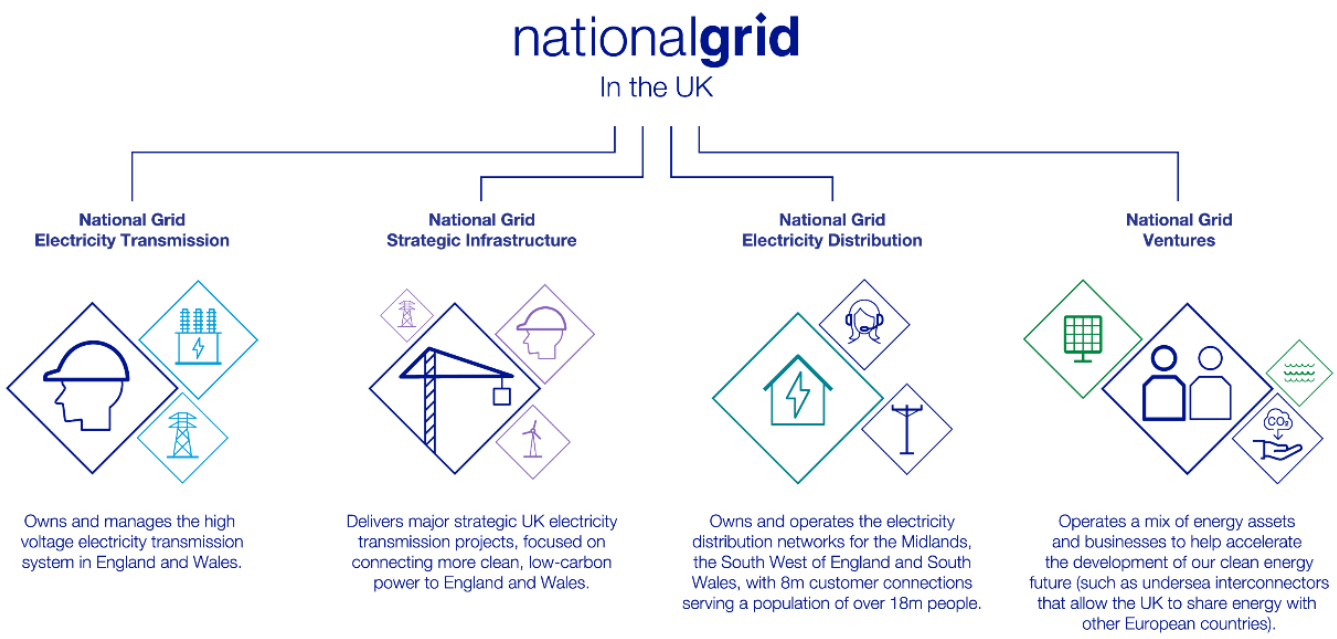
National Energy System Operator (NESO)

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

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

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

Image 1.1 – Structure of the National Grid Group in the UK



1.3 About the Project

1.3.1 This report accompanies National Grid's application for development consent to reinforce the transmission network through the construction and operation of a new 90 km high voltage electricity transmission line and associated works between a new substation north of Hull near Creyke Beck, known as Birkhill Wood Substation, in the East Riding of Yorkshire, and a new substation at High Marnham in Nottinghamshire.

1.3.2 The reinforcement would comprise:

- Approximately 90 km of new 400 kilovolt (kV) overhead line between the new 400 kV Birkhill Wood Substation and 400 kV High Marnham Substation;
- Replacement and re-alignment of section of the existing 400 kV overhead line (Route Code 4ZQ) between Brantingham and east of Broomfleet;
- Replacement and re-alignment of a section of the existing 400 kV overhead line (Route Code ZDA) between Ealand and west of Keadby;
- Line entry connections to a proposed new 400 kV Birkhill Wood Substation;
- Line entry connections to a proposed new 400 kV High Marnham Substation; and
- The Project would include other required works, for example, temporary diversions for works on existing overhead line routes, temporary access roads, highway works, temporary works compounds, work sites and ancillary works. The Project would also include utility diversions and drainage works. There would also be land required for environmental mitigation, offsetting, compensation and Biodiversity Net Gain (BNG).

1.3.3 The Project has been sub-divided into six geographical sections for reader accessibility. These are shown on **Application Document 6.1.F1 Environmental**

Statement Figure 1.1 Project Location and Route Sections. It should be noted that these differ to the 11 Route Sections the Project presented during non-statutory and statutory consultations which were presented to aid consultees in providing feedback.

1.3.4 For the purposes of statutory consultation – and as presented during non-statutory consultation – the Project was divided into the following 11 Route Sections to assist consultees in providing feedback. This report presents feedback in accordance with the Route Sections 1-11;

- Route Section 1: Creyke Beck–Skidby;
- Route Section 2: Skidby–A63 dual carriageway;
- Route Section 3: A63 dual carriageway–River Ouse crossing;
- Route Section 4: River Ouse crossing;
- Route Section 5: River Ouse crossing–Luddington;
- Route Section 6: Luddington–M180 motorway;
- Route Section 7: M180 motorway–Graizelound;
- Route Section 8: Graizelound–Chesterfield Canal;
- Route Section 9: Chesterfield Canal–A620 east of North Wheatley;
- Route Section 10: A620 east of North Wheatley–Fledborough; and
- Route Section 11: Fledborough–High Marnham.

New Substations

1.3.5 The Project would need to connect to two new substations – one located approximately 700 metres to the northwest of the existing Creyke Beck Substation in Cottingham, known as Birkhill Wood Substation, in the East Riding of Yorkshire, and a new substation at High Marnham in Nottinghamshire (part of a National Grid project called the 'Brinsworth to Chesterfield and Chesterfield to High Marnham Projects'). National Grid has applied for planning permission for the two new 400 kV substations from the relevant local planning authorities under the Town and Country Planning Act 1990.

1.3.6 In July 2025 a planning application was submitted to East Riding of Yorkshire Council for the new Birkhill Wood Substation[1]. In November 2025, a planning application was submitted to Bassetlaw District Council for the new High Marnham Substation[2]. Separate pre-application public consultations were undertaken for these substation applications ahead of the planning applications being submitted and are explained at section 3.3 of this report.

[1] Proposed Birkhill Wood Substation application: https://newplanningaccess.eastriding.gov.uk/newplanningaccess/applicationDetails.do?activeTab=documents&keyVal=SYS3U4BJMTF00

[2] Proposed High Marnham Substation application: https://publicaccess.bassetlaw.gov.uk/online-applications/applicationDetails.do?keyVal=T61BLJCSMTQ00&activeTab=summary

1.3.7 Following the submission of the planning applications for each substation, members of the public and stakeholders were able to submit comments on the planning applications directly to the relevant local planning authority.

Inclusion of the New Substations in the North Humber to High Marnham Statutory Consultation

1.3.8 Whilst the new substations did not form part of the North Humber to High Marnham proposals during the 2023 non-statutory consultation and 2024 localised non-statutory consultation, the decision was made to include both substations within the Project proposals presented at statutory consultation, and consultees were invited to provide feedback on the proposals for both substations. This approach allowed National Grid to demonstrate that the Project could be delivered and that it can connect to the national transmission network.

1.3.9 National Grid is obligated to meet certain timescales for the delivery of the network reinforcement through the proposed new 400 kV overhead line, and the substations are integral to this. The inclusion of the substations within the Project did not change the intention to continue to progress with the separate planning applications for each substation, and did not affect any continuing discussions and negotiations with relevant landowners and interested parties.

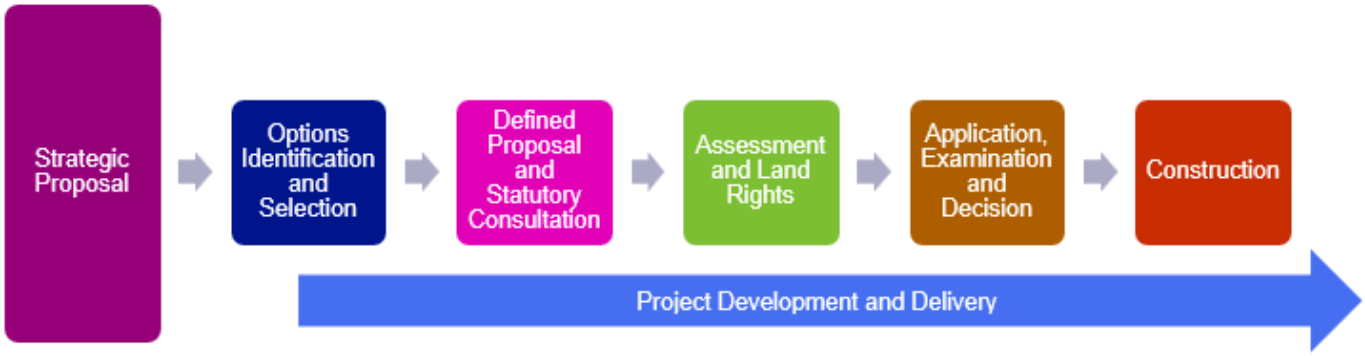
1.3.10 Feedback received as part of the statutory consultation was shared with the National Grid substation project teams, and representatives from those projects attended the Project's statutory consultation events to help ensure a cohesive message across projects.

1.3.11 Following statutory consultation, the approach continued to be reviewed. As the substation planning applications were submitted and progressed, this provided confidence that the Project can be connected as intended to allow it to become operational in 2031. On this basis a decision was taken to remove the substations and the associated works from the DCO application. This decision was communicated in a Community Update newsletter in January 2026.

1.4 Project Development

1.4.1 The design of the Project has followed a structured project development process that has integrated technical and environmental assessment with consultation feedback and stakeholder engagement. Further detail can be found in Our Approach to Consenting (National Grid, 2022). The key stages of project development are set out in Image 1.2.

Image 1.2 – National Grid's approach to project development and delivery



1.4.2 **Application Document 5.10 Design Approach Document** outlines the Project's design approach and process.

1.4.3 The first two stages in National Grid's Approach to Consenting are explained further below. More detail on National Grid's Approach to Consenting can be found in the Corridor Preliminary Routeing and Siting Study (CPRSS)[3].

- **Strategic Proposal** – this involved a robust and transparent methodology used to compare different options for new infrastructure and to assess associated advantages and disadvantages across a range of criteria, including environmental, socio-economic, cost and technical factors. Further information is set out in the Strategic Options Report (SOR)[4].
- **Options Identification and Selection** – this involved an assessment of corridor locations for the proposed new overhead line. Work was undertaken to identify preferred broad corridors with siting areas for the new infrastructure and initial routes for the proposed new overhead line. The CPRSS identified four main corridor options for the proposed infrastructure and concluded with the identification of an emerging preferred corridor.

1.4.4 In Summer 2023, non-statutory consultation was held for a period of eight weeks, between 1 June and 27 July 2023. This non-statutory consultation introduced the Project, explained how National Grid had developed its proposals, and sought the views of the public and stakeholders on the emerging preferred corridor and a graduated swathe.

1.4.5 Following the conclusion of this consultation, all feedback was analysed. Then a review of work to date, including the CPRSS, took place, taking into account new information received within the consultation feedback and further design and assessment work.

1.4.6 As a result, the Project identified a potential alternative corridor in the southernmost section of the route between the villages of South Wheatley and High Marnham. This is referred to as the 'eastern corridor'.

[3] National Grid, (2023), North Humber to High Marnham, Corridor Preliminary Routeing and Siting Study. Available at https://www.nationalgrid.com/electricity-transmission/document/148821/download (CPRSS)

[4] National Grid, (2023), North Humber to High Marnham and Grimsby to Walpole Strategic Options Report. Available at https://www.nationalgrid.com/electricity-transmission/document/149041/download

1.4.7 In Summer 2024, a localised non-statutory consultation was held for a period of four weeks, between 9 July and 6 August 2024. This localised non-statutory consultation presented the 'eastern corridor' and sought the views of local communities and stakeholders on this potential alternative corridor, prior to a decision being made on the overall preferred corridor and route ahead of statutory consultation.

1.4.8 The feedback received during both the 2023 and 2024 non-statutory consultations was carefully reviewed and considered, alongside the findings of further environmental and technical work. This review concluded that, when balancing the technical, environmental, socio-economic and cost considerations, the emerging preferred corridor as presented in 2023 would best meet National Grid's duties and obligations and the 'eastern corridor' was not progressed further.

1.4.9 A Non-statutory Consultation Feedback Report was published at statutory consultation (see Appendix B).

1.4.10 Statutory consultation was held between 18 February and 15 April 2025. The decision to commence statutory consultation was confirmed with the local planning authorities (referred to as host authorities) and was delivered in consideration of feedback received from the host authorities (East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council, Nottinghamshire County Council, and Newark and Sherwood District Council) to the draft Statement of Community Consultation (SoCC).

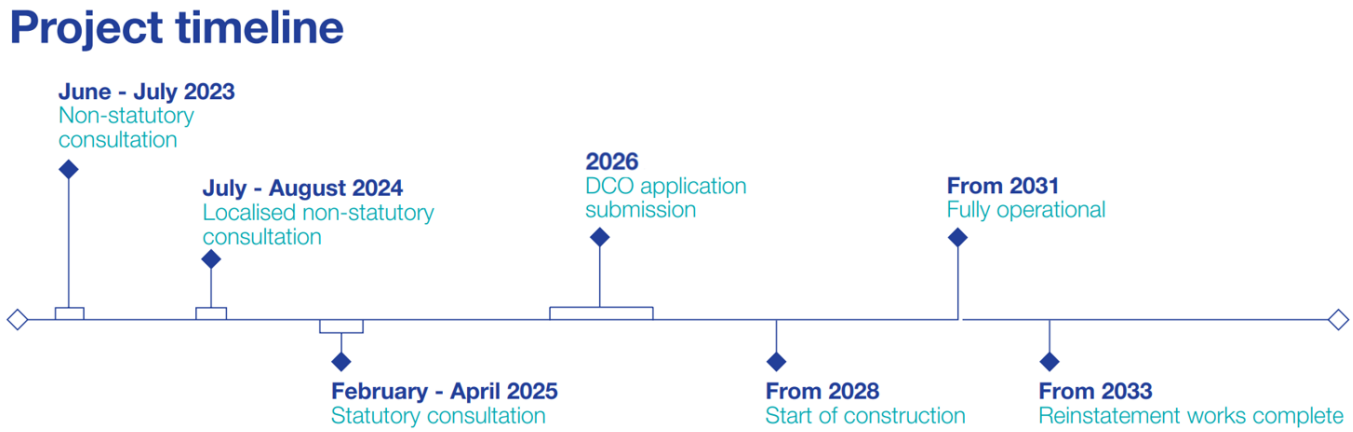
1.4.11 The new High Marnham substation falls within the administrative area of Bassetlaw District Council, however the works proposed at the new substation include the reconfiguration works of the existing 4ZV overhead line to allow for connection into the new substation. Part of the 4ZV overhead line falls in the administrative area of Newark and Sherwood District Council. The new substation did not form part of the 2023 non-statutory consultation or the 2024 localised statutory consultation and therefore Newark and Sherwood District Council was not classed as a host authority at that stage.

1.4.12 The decision was then made to include the new substation and part of the 4ZV overhead line works was shown within the order limits of the Project. Newark and Sherwood District Council was identified (albeit later) as a host authority and consulted in relation to the SoCC. Following statutory consultation, the decision was taken to remove the new substation from the Project being taken forwards to DCO application. As a result of this, the associated works to the 4ZV overhead line were removed from the Order Limits which means that Newark and Sherwood District Council are no longer a host authority.

1.4.13 This report continues to explain how feedback received in response to statutory consultation has been analysed and considered as part of ongoing design refinement.

1.4.14 Image 1.3 sets out the timeline for the Project.

Image 1.3 – Project timeline



2. About the Consultation Report

2.1 Background to this Consultation Report

2.1.1 The Project is a NSIP and requires consent from the Secretary of State for Energy Security and Net Zero via a DCO.

2.1.2 The statutory pre-application consultation for this Project and the development of this report have been carried out in accordance with the requirements of the PA 2008; the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations), and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The non-statutory consultations were also undertaken having regard to these requirements.

2.1.3 The following guidance has also been taken into account:

- Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (Ministry of Housing, Communities and Local Government (MHCLG), April 2024)[5];
- Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land (MHCLG, September 2013)[6];
- Nationally Significant Infrastructure Projects: Advice on Environmental Impact Assessment (EIA) Notification and Consultation (Planning Inspectorate, September 2024)[7];
- Nationally Significant Infrastructure Projects: Advice on the Preparation and Submission of Application Documents (Planning Inspectorate, January 2025)[8];
- Nationally Significant Infrastructure Projects: Advice on the Consultation Report (Planning Inspectorate, August 2024)[9]; and
- Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus (Planning Inspectorate, 2024)[10].

2.1.4 Where relevant, this report also explains how National Grid has complied with guidance on the pre-application stage for Nationally Significant Infrastructure Projects issued by the then Department for Levelling Up, Housing and Communities (MHCLG

[5] https://www.gov.uk/guidance/planning-act-2008-pre-application-stage-for-nationally-significant-infrastructure-projects

[6] https://www.gov.uk/government/publications/planning-act-2008-procedures-for-the-compulsory-acquisition-of-land

[7] https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-eia-notification-and-consultation

[8] https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-the-preparation-and-submission-of-application-documents

[9] https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-the-consultation-report

[10] https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-2024-pre-application-prospectus#milestone

since 2024) in undertaking its pre-application consultation. Section 55 of the PA 2008 sets out the criteria used by the Planning Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination.

2.1.5 A checklist is included in Chapter 4 of this report, which confirms compliance with the requirements of the PA 2008, the EIA Regulations, the APFP Regulations and adherence to the relevant advice and guidance published by the Planning Inspectorate and UK Government.

2.2 Changes to the Statutory Consultation Regime

2.2.1 National Grid acknowledges that, with effect from 24 July 2026, the Planning and Infrastructure Act 2025 (PIA 2025) repealed the statutory consultation requirements for Development Consent Order (DCO) applications that previously applied under the Planning Act 2008 (PA 2008). The amendments to the PA 2008 removed the statutory duties under sections 42, 43, 44, 45, 47 and 49, and the requirement for applicants to undertake pre-application consultation. It also removed the requirement to prepare and submit a consultation report demonstrating compliance with the statutory consultation duties.

2.2.2 The consultation described in this Report was undertaken in accordance with the legislative framework applicable at the time (February 2025) that the consultation programme was designed and implemented.

2.2.3 National Grid considers that it remains appropriate and helpful for this Consultation Report to be submitted as part of the DCO application in order to provide a comprehensive record of the consultation undertaken and the responses received and considered during the development of the Project. As noted, the consultation strategy was developed and delivered in accordance with the statutory requirements and relevant guidance in force at the time, and the resulting engagement has informed both the evolution of the Project and the preparation of the DCO application.

2.2.4 Accordingly, this Consultation Report should be read as a record of the consultation undertaken under the former statutory regime, rather than as an indication that those statutory consultation requirements continue to apply following the legislative changes introduced by the PIA 2025.

Relevance of the Consultation to Current Guidance and Acceptance Requirements

2.2.5 Although the statutory pre-application consultation requirements previously contained within the PA 2008 have been repealed, National Grid considers that the consultation undertaken for the Project was a key part of the pre-application process and that the feedback received has played a vital role in shaping the Project's design.

2.2.6 The consultation strategy was designed to be proportionate to the nature, scale, geographic extent and potential effects of the Project. The scope and intensity of engagement reflected the characteristics of the proposed development, including its interaction with local communities, landowners, statutory consultees, local authorities and environmental interests. Consultation activities were tailored to different stakeholder groups, ensuring that engagement efforts were focused on those persons and organisations most likely to be affected by, or have an interest in, the

proposals, whilst also providing wider opportunities for participation by interested members of the public.

2.2.7 Consultation was undertaken at key stages of project development to ensure that stakeholders were able to engage with emerging proposals while those proposals remained capable of being influenced. As a result, consultation informed both the identification of issues, and the development of potential solutions, before the application was finalised.

2.2.8 In this regard, the consultation undertaken is consistent with the objectives set out in current guidance issued under section 50 of the PA 2008. In particular:

- Front-loading was achieved through engagement at an early stage in project development, enabling potential impacts, constraints, opportunities and stakeholder concerns to be identified and considered before proposals became fixed.
- Openness and transparency was promoted through the provision of clear, accessible and proportionate information regarding the Project, its evolving design, the likely effects of the proposals and the ways in which stakeholders could participate in the consultation process and provide feedback.
- Timeliness and early issue identification was facilitated through a structured programme of engagement with statutory consultees, local authorities, prescribed bodies, land interests and local communities, enabling concerns, technical matters and local knowledge to be identified and considered prior to submission.

2.2.9 The publicity strategy formed an important component of this approach, utilising a combination of targeted notifications, published notices, project information materials, digital communication channels, community engagement activities and consultation events. Collectively, these measures were designed to ensure that information about the Project was accessible to affected communities and other interested parties, while providing multiple opportunities for engagement and participation throughout the pre-application period. National Grid considers that this represented a robust and proportionate approach to publicity, having regard to the nature and scale of the Project.

2.2.10 The consultation undertaken generated valuable information which informed the ongoing design and assessment of the Project. Responses received contributed to the refinement of proposals, the development of mitigation measures, the identification of matters requiring further assessment and, where appropriate, the resolution or narrowing of areas of concern. This is presented within Chapter 8 Responses to Statutory Consultation and further detail on the evolution of the Projects design is presented within **Application Document 5.9 Design Development Report**. The consultation process therefore assisted in improving the quality of the Project, reducing uncertainty and ensuring that relevant issues were understood and considered before submission of the application.

2.2.11 National Grid also considers that the consultation undertaken satisfies the continuing common law requirements for fair consultation, commonly referred to as the "Gunning principles". Consultation took place when proposals remained at a formative stage and capable of influence; consultees were provided with sufficient information to understand and comment on the proposals; adequate time was afforded for responses; and the responses received were conscientiously considered and taken into account in the ongoing development of the Project and preparation of the application.

2.2.12 In addition to the consultation reported, ongoing engagement has taken place with regular dialogue and relationship building between the applicant and stakeholders across the life of project development. Regular technical meetings and working groups with public authorities have taken place, ongoing landowner engagement and the provision of clear accessible information about the proposals through the project webpage and the issuing of community newsletters. Further detail is presented within Chapter 3 Approach to Consultation and Engagement.

2.2.13 More broadly, the application demonstrates the matters now relevant to acceptance under section 55 of the PA 2008. This includes evidence that all applicable notification requirements were complied with under the legislation in force at the time they arose; that a comprehensive and proportionate programme of publicity was undertaken; that regard has been had to relevant legislation, policy, guidance and advice throughout the pre-application process; that the application documents have been prepared to a sufficient standard of quality, completeness and maturity to enable an efficient and effective examination; and that the applicant has had regard to any advice given under section 51 PA 2008 in connection with the application.

2.2.14 Taken together, the consultation process, publicity activities and supporting application documentation demonstrate that the Project has benefited from meaningful and proportionate stakeholder engagement, that relevant issues have been identified and considered before submission, and that the application is sufficiently mature, robust and complete to proceed efficiently to examination.

2.2.15 National Grid therefore considers that the consultation undertaken remains relevant to the acceptance and examination of the application and demonstrates that the application is ready to proceed to the examination stage.

2.3 Purpose of the Report

2.3.1 This Consultation Report is a record of the pre-application consultation for the Project, including both statutory consultation and non-statutory consultations, and forms part of National Grid's application for development consent.

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

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

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

2.4 Structure of the Report

2.4.1 This report is structured into the following chapters:

- **Chapter 1**: Provides an overview of National Grid, including its role and statutory duties, and introduces the Project, including an overview of Project development to date.
- **Chapter 2**: Introduces the Consultation Report and its structure.
- **Chapter 3**: Provides a summary of National Grid's approach to pre-application consultation and provides an overview of non-statutory and statutory consultation and engagement for the Project.
- **Chapter 4**: Confirms how National Grid has complied with statutory requirements and other guidance.
- **Chapter 5**: Provides an account of the non-statutory consultation held from 1 June to 27 July 2023, the localised non-statutory consultation held from 9 July to 6 August 2024 and details the consultation activities undertaken, feedback received and National Grid's response to this feedback.
- **Chapter 6**: Provides an overview of activities undertaken in advance of and to support the statutory consultation, including the development of the SoCC.
- **Chapter 7**: Provides an overview of the statutory consultation held from 18 February to 15 April 2025, including compliance with the requirements of the PA 2008 and the SoCC.
- **Chapter 8**: Summarises the responses received to the statutory consultation and the changes made as a result.
- **Chapter 9**: Summarises the responses received to further landowner consultations and the changes made as a result.
- **Chapter 10**: Provides an overview of the consultation held as part of the Environmental Impact Assessment (EIA) process.
- **Chapter 11**: Sets out the conclusions of the report.
- **Appendices**: Provide supporting evidence:
  - Appendix A: Meetings and Correspondence with Stakeholders;
  - Appendix B: Non-statutory Consultation Feedback Report;
  - Appendix C: Section 46 Letter to Inspectorate and Inspectorate Confirmation of Receipt;
  - Appendix D: Statement of Community Consultation (SoCC) and Supporting Information;
  - Appendix E: List of Prescribed Consultees Identified and Consulted During Statutory Consultation and Section 42(1) Letter Sent;
  - Appendix F: Section 42(1)(d) Consultees and Supporting Information;
  - Appendix G: Section 47 and Section 48 Notices;
  - Appendix H: Statutory Consultation Materials;

- Appendix I: Land Referencing Methodology;
- Appendix J: Adequacy of Consultation Milestone (AoCM); and
- Appendix K: Responses to Statutory and Prescribed Consultees.

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

3. Approach to Consultation and Engagement

3.1 Approach to Consultation and Engagement

Policy, Guidance and Approach

3.1.1 National Grid was committed to engaging and consulting with communities and stakeholders from an early stage of the Project, giving local communities the opportunity to provide feedback and insight at a formative stage ahead of more detailed design work being carried out. The approach to engagement has been to carry out non-statutory and statutory consultation, guided by the requirements of the PA 2008.

3.1.2 When engaging with those communities considered to be affected by the Project's proposals it was important to do so through effective and meaningful consultation as reflected in National Grid's Stakeholder, Community and Amenity Policy[11], which incorporates requirements set out in Schedule 9 of the Electricity Act 1989 relating to the preservation of amenity. The Stakeholder, Community and Amenity Policy makes the following commitments to consultation when undertaking electricity works:

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

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

[11] National Grid's Stakeholder, Community and Amenity Policy (2025): https://www.nationalgrid.com/document/566431/download (note the guidance that was followed for the statutory consultation held in February 2025 was updated in November 2025 and the previous guidance is no longer available on the National Grid website).

3.1.3 These principles informed the approach to consultation and engagement at each stage of the Project, the SoCC and the way in which responses received have been dealt with by the Project team.

3.1.4 During the development of new infrastructure in the UK, it has been necessary for National Grid to develop procedures and expertise in how to effectively communicate, engage and consult with stakeholders as part of project development, in line with National Grid's commitments discussed above.

3.1.5 National Grid has therefore sought to engage thoroughly with affected stakeholders throughout project development, whether these stakeholders are individuals, organisations or prescribed consultees. National Grid has built upon its own knowledge and experience of consultation by agreeing strategies and methods of engagement with affected local planning authorities in advance of formal consultation.

Stakeholder Engagement

3.1.6 National Grid developed and refined the consultation strategy for each round of consultation alongside productive dialogue with the host local planning authorities. Engagement with the host authorities was undertaken to help ensure a collaborative approach to planning the consultations. The full list of host authorities can be found in Table 7.1 of this report.

3.1.7 Prior to the 2023 and 2024 non-statutory consultations, National Grid undertook host authority briefings and sought feedback on the draft consultation strategies. More information about this approach is detailed in the 2025 Non-statutory Consultation Feedback Report (Appendix B).

3.1.8 Similarly, prior to the 2025 statutory consultation, National Grid consulted with host authorities on the proposed content of the SoCC. Information about host authority consultation on the SoCC is detailed in Chapter 6 of this report.

3.1.9 In accordance with the Reporting on the Adequacy of Consultation Milestone (AoCM) guidance, part of the Nationally Significant Infrastructure Projects: Advice on the Consultation Report, National Grid also consulted host authorities on the adequacy of consultation for the Project, which is detailed in Chapter 7 of this report.

3.1.10 Consideration of the feedback received through consultation and wider stakeholder engagement has been a major contributing factor in the development of the Project, and has helped inform decisions at all stages, including corridor selection and the detailed routeing and siting of overhead technology.

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

3.2 Summary of 'Stage One' Non-statutory Consultation and Localised Non-statutory Consultation Activities

3.2.1 The following is a summary of the non-statutory consultations undertaken for the Project. Further information is provided in Chapter 5, and the Non-statutory Consultation Feedback Report is available in Appendix B.

Stage One Non-Statutory Consultation 2023

3.2.2 National Grid held a period of non-statutory consultation between 1 June and 27 July 2023, which was referred to as 'stage one' consultation. The consultation had the following aims.

- Introduce and provide an overview of the Project to the public and consultees;
- Explain the need to build the reinforcement;
- Set out options considered and the reasons for preferring the emerging corridor and graduated swathe;
- Present and explain the corridor and graduated swathe preferred at that time;
- Present and explain the substation siting zones for the two new substations;
- Help ensure all stakeholders and consultees had the opportunity to provide feedback in a meaningful and influential manner on the emerging proposals; and
- Outline the next steps, programme and how proposals will be developed further.

3.2.3 At the stage one non-statutory consultation the Project components being consulted on comprised:

- The identification of the Project as the preferred strategic option;
- The emerging preferred corridor – feedback was sought on the work to date to identify an emerging preferred corridor; and
- The graduated swathe – feedback was sought on the work to date to identify a graduated swathe within which the proposed new line could be located.

3.2.4 In July 2022, National Grid consulted with planning officers from the four host authorities identified for the stage one non-statutory consultation (Bassetlaw District Council, East Riding of Yorkshire Council, North Lincolnshire Council and Nottinghamshire County Council) on its proposed consultation strategy[12]. Comments were received from Bassetlaw District Council regarding the content of the strategy, the Project itself, and how consultation should be carried out, including who should be approached and when. East Riding of Yorkshire Council and North Lincolnshire Council confirmed that they were in agreement with the consultation strategy as it was set out. Summaries of these responses can be found in appendix B in the Non-statutory Consultation Feedback Report (Appendix B).

[12] Newark and Sherwood District Council was later confirmed as a host authority for the statutory consultation.

3.2.5 A final version of the consultation strategy was published as part of the stage one non-statutory consultation. This can be found in Appendix A of the Non-statutory Consultation Feedback Report (Appendix B) and on the Project website[13].

3.2.6 Table 3.1 provides an overview of key activities during the stage one non-statutory consultation. Full details are provided in Chapter 4 of the Non-statutory Consultation Feedback Report (Appendix B).

Table 3.1 – Summary of stage one non-statutory consultation activities

Date	Activity	Details
6 June to 8 July 2023	Nine public information events	Events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 630 stakeholders and members of the public attended.
5 June to 19 July 2023	Eight webinars	Webinars enabled the Project team to present the same information as was presented at the in-person information events, to interested stakeholders who may have been unable to attend in-person. There was a total of 50 attendees.
1 June to 27 July 2023	Project team callbacks	Stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone.
1 June to 27 July 2023	Eleven public information points	Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Project Background Document, CPRSS and Strategic Options Report were available to inspect at a number of suitable, publicly accessible locations along the emerging preferred corridor.
1 June to 3 July 2023	Briefings were given to the four host authorities and three parish councils.	The presentations explained the proposals, supported stakeholder relationships and promoted the non-statutory consultation.

3.2.7 A total of 585 feedback submissions were received during the consultation period from consultees, including members of the local community. This comprised 398 online response forms, 96 paper response forms and 91 emails and letters.

[13] National Grid, (2023), North Humber to High Marnham, Public consultation strategy. Available at: https://www.nationalgrid.com/electricity-transmission/document/148911/download

Localised Non-statutory Consultation 2024

3.2.8 Following the conclusion of the stage one non-statutory consultation, the Project team identified a potential alternative corridor in the southernmost section of the route between the villages of South Wheatley and High Marnham (the 'eastern corridor').

3.2.9 National Grid held a period of localised non-statutory consultation between 9 July and 6 August 2024. The consultation aimed to:

- Introduce and consult on the eastern corridor;
- Outline the work carried out since the non-statutory consultation 2023 and why an alternative was being considered;
- Help ensure all stakeholders (both previously and newly consulted) had the opportunity to provide feedback on the eastern corridor ahead of a more detailed design being developed and presented at the statutory consultation; and
- Outline next steps and programme for how the proposals would be developed further.

3.2.10 The draft strategy for this localised consultation was sent to Bassetlaw District Council and Nottinghamshire County Council, the two host authorities relevant specifically to the eastern corridor, for feedback. No comments or requests for changes were received from the two host authorities.

3.2.11 A final version of the consultation strategy was published as part of the localised non-statutory consultation. This can be found in Appendix H of the Non-statutory Consultation Feedback Report (Appendix B) and on the Project website[14].

3.2.12 Table 3.2 provides an overview of key activities during the localised non-statutory consultation. Full details are provided in Chapter 11 of the Non-statutory Consultation Feedback Report in Appendix B.

Table 3.2 – Summary of localised non-statutory consultation activities

Date	Activity	Details
12 July to 23 July 2024	Three public information events	Events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 234 stakeholders and members of the public attended.
19 and 25 July 2024	Two webinars	Webinars enabled the Project team to present the same information as was presented at the in-person information events, to interested stakeholders who may have been unable to attend in-person. Eight stakeholders and members of the public attended the webinars.

[14] National Grid (2024), North Humber to High Marnham, Localised consultation strategy. Available at: https://www.nationalgrid.com/electricity-transmission/document/155971/download

Date	Activity	Details
9 July to 6 August 2024	Project team callbacks	Stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone.
9 July to 6 August 2024	Public information points	Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Addendum to the Project Background Document, Supplementary Corridor and Routeing Study 2024 and maps and plans of the eastern corridor were available to inspect at a number of suitable, publicly accessible locations along the along the eastern corridor.
9 July and 13 August 2024	One host authority briefing and one parish council briefing.	The presentations explained the proposals, supported stakeholder relationships and promoted the non-statutory consultation.

3.2.13 A total of 142 feedback submissions were received during the localised non-statutory consultation period from community stakeholders and consultees, along with members of the local community. This comprised 59 online response forms, 53 paper response forms and 30 emails and letters.

3.2.14 Feedback was used to inform the corridor decision and development of the Project's preferred alignment. Overall, the emerging preferred corridor as presented at stage one non-statutory consultation was considered to offer the most appropriate balance between environmental, socio-economic, technical, and cost considerations. This was therefore progressed to statutory consultation.

3.2.15 Feedback from this consultation, together with feedback from the stage one non-statutory consultation and further technical assessment and survey work was used to inform identification of a preferred route alignment for statutory consultation.

3.3 Summary of Previous Consultations on the Substation Sites

3.3.1 The Project would need to connect to the new Birkhill Wood Substation and a new substation at High Marnham in Nottinghamshire. National Grid has applied for planning permission for the two new 400 kV substations from the relevant local planning authorities under the Town and Country Planning Act 1990.

3.3.2 While the substations did not form part of the Project proposals during the stage one non-statutory consultation 2023 and localised non-statutory consultation 2024, the decision was made to include both substations within the statutory consultation for the Project, and consultees were invited to provide feedback on the proposals for both substations.

Birkhill Wood Substation

3.3.3 A consultation was held by the Applicant between 29 June and 27 July 2023 on the proposals for the new substation and included details on the proposals to extend to the existing Creyke Beck Substation, which is now referred to as Wanlass Beck Substation.

3.3.4 Consultation activities included a launch letter and leaflet sent to addresses within 1 km of the proposed works; offers of briefings to local Members of Parliament (MPs), ward councillors and parish councillors within the same radius; and a public consultation event on 8 July 2023.

3.3.5 Table 3.3 provides an overview of key activities during the Birkhill Wood Substation consultation. Full details are provided in the Community Engagement Report[15].

Table 3.3 – Summary of the Birkhill Wood Substation consultation activities

Date	Activity	Details
8 July 2023	Public information event	Event provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 46 stakeholders and members of the public attended.
18 September 2023	Briefing to East Riding of Yorkshire Council	The briefing combined information on the proposed substation works and the North Humber to High Marnham Project.

3.3.6 There were nine feedback responses received during the public consultation, comprising six online feedback forms, one hard copy feedback form and two emails.

High Marnham Substation

3.3.7 Consultation on the proposals for a new substation at High Marnham was held by the Applicant between 22 April and 20 May 2024 as part of a project called Brinsworth to High Marnham. Consultation activities included two in-person events held on 26 and 27 April 2024, one webinar, a letter sent to more than 300 addresses in the area around the proposed site, and editorial and press advertisements.

3.3.8 Table 3.4 provides an overview of key activities during the High Marnham Substation consultation. Full details are provided in the Chesterfield to High Marnham Statement of Community Involvement[16].

[15] National Grid (2024), Wanlass Beck and Birkhill Wood, Community Engagement Report. Available at: https://newplanningaccess.eastriding.gov.uk/newplanningaccess/files/15D492C6D747947CE275581C55A8D77F/pdf/24_03819_STPLF-COMMUNITY_ENGAGEMENT_REPORT-5085606.pdf

[16] National Grid (2025), Chesterfield to High Marnham, Statement of Community Involvement. Available on the Bassetlaw District Council website via the Planning Application Documents page https://publicaccess.bassetlaw.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T61BLJCSMTQ00

Table 3.4 – Summary of the High Marnham Substation consultation activities

Date	Activity	Details
26 and 27 April 2024	Public information events	Events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 43 stakeholders and members of the public attended.
24 April 2024	Community webinar	The webinar enabled the Project team to present the same information as was presented at the in-person information events, to interested stakeholders who may have been unable to attend in-person. Ten stakeholders and members of the public attended the webinar.
22 April to 20 May 2024	Project team callbacks	Stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone. No project call backs were requested.
22 May 2024	Briefing to Dunham with Ragnall, Darlton and Fledborough Parish Council	Members of the National Grid project team attended an in-person meeting with Dunham with Ragnall, Darlton and Fledborough Parish Council on 20 May to introduce the Project and respond to questions and feedback.

3.3.9 A total of 32 feedback responses were received – all 32 comments were received either online or via email.

3.4 Summary of Statutory Consultation Activities

3.4.1 National Grid held a period of statutory consultation between 18 February and 15 April 2025, the purpose of which was to seek views and feedback on elements of the Project including:

- Approximately 90 km of new overhead line between the new 400 kilovolt (kV) Birkhill Wood Substation and 400 kV High Marnham Substation;
- Replacement and realignment of a section of the existing 400 kV 4ZQ overhead line route between Brantingham and east of Broomfleet;
- Replacement and realignment of a section of the existing 400 kV ZDA overhead line route between Ealand and west of Keadby;
- A new 400 kV Birkhill Wood gas insulated switchgear substation with a new permanent access;
- Replacement and realignment of a section of existing 400 kV 4ZR overhead line to allow for connection into the new Birkhill Wood Substation;

- A new 400 kV High Marnham air insulated switchgear substation, with a new permanent access;
- Replacement and realignment of the existing 4ZV and XE 275 kV overhead line routes and existing 400 kV ZDA and ZDF overhead line routes, to allow for connection into the new High Marnham Substation; and
- Other required works, such as temporary diversions for works on existing overhead line routes, temporary access roads, highway works, temporary works compounds, work sites, and ancillary works. The Project would also include utility diversions and drainage work. Land would also be required for environmental mitigation, compensation and enhancement works, including for Biodiversity Net Gain.

3.4.2 An overview of key activities during the statutory consultation can be seen in Table 3.5, and full details are provided in Chapter 7 of this report.

Table 3.5 – Summary of Project statutory consultation activities

Date	Activity	Details
1 March to 26 March 2025	Public information events	Nine public information events provided attendees with the opportunity to view the proposals and speak to members of the Project team. The events were drop-in style and displayed boards, large scale maps and technical documents. Printed consultation materials were also available to take away. A total of 582 stakeholders and members of the public attended the public information events.
25 February to 27 March 2025	Webinars	Six one-hour online webinar sessions presented details of the proposals followed by question-and-answer sessions. These included general overview webinars and location-themed webinars to allow attendees to choose which session they found most relevant. A total of 47 stakeholders and members of the public attended the webinars.
18 February and 15 April 2025	Local information points	Paper copies of key consultation materials were available to take away at 13 different locations close to the preferred alignment during the consultation period. Reference copies of the SoCC and Non-Technical Summary (NTS) of the Preliminary Environmental Impact Report (PEIR) were also available.
18 February 2025	Nottinghamshire County Council member briefing	National Grid presented the proposals and provided the opportunity for a question-and-answer session. Attended by three councillors and two host authority officers.
26 February 2025	Bassetlaw District Council member briefing	National Grid presented the proposals and provided the opportunity for a question-and-answer session.

Date	Activity	Details
		Attended by five councillors and one host authority officer.
17 March 2025	North Lincolnshire Council member briefing	National Grid presented the proposals and provided the opportunity for a question-and-answer session. Attended by six councillors.
16 April 2025	East Riding of Yorkshire member briefing	National Grid presented the proposals and provided the opportunity for a question-and-answer session. Attended by c.10 councillors.
26 February to 20 March 2025	Parish council webinars	Four one-hour online webinar sessions presented details of the proposals followed by a question-and-answer session. These included a separate webinar for Route Sections to allow attendees to choose which session they found most relevant. • Creyke Beck to River Ouse crossing (Route Sections 1, 2 and 3); • River Ouse crossing to Graizelound (Route Sections 4, 5, 6 and 7); • Graizelound to A620 east of North Wheatley (Route Sections 8 and 9); and • A620 east of North Wheatley to High Marnham (Route Sections 10 and 11). Webinars were attended by 26 parish council members.
2 April 2025	Parish council meeting	The Clerk for South Leverton Parish Council emailed on 25 March 2025 to request a question-and-answer session. The meeting took place on 2 April 2025 at Memorial Institute, Town St, South Leverton, Retford, DN22 0BT. One person also attended from Treswell Parish Council.

3.5 Summary of Further Landowner Consultation

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

3.5.2 This further landowner consultation and engagement included:

- Consultation under Section 42(1)(d) with PILs that had been previously consulted but were now impacted differently; and
- Consultation under Section 42(1)(d) with new PILs identified during and after the close of the statutory consultation, which may have arisen from design changes having introduced new land parcels into the Order Limits; from changes in land ownership within the previous Order Limits; or from ongoing diligent inquiry

identifying new land interests. More information about the ongoing diligent inquiry is available in Section 7.5 of this report.

3.5.3 Consultation with PILs took place as follows:

- Newly identified PILs: 11 June to 9 July 2025;
- Previously consulted PILs (notified about updates to the Project): 11/18 June 2025;
- Newly identified PILs: 14 January to 11 February 2026;
- Newly identified PILs: 15 May to 12 June 2026;
- Newly identified PILs: 15 June to 13 July 2026;
- Newly identified PIL: 16 July to 14 August 2026; and
- Newly identified PILs: 12 August to 10 September 2026.

3.5.4 National Grid's consultation activities for the targeted landowner consultations in June 2025, January 2026, May 2026 and August 2026 included:

- Provision of an information pack containing a letter to the landowner, a copy of the Section 48 notice, a newsletter and the draft order limits plan; and
- Offer of a meeting.

3.5.5 National Grid's consultation activities for the targeted landowner consultation in June 2026 and July 2026 included:

- Provision of an information pack containing a letter, a copy of the Section 48 notice, a specific road closure plan, an FAQ document and the draft order limits plan; and
- A link to a pre-recorded webinar which set out details of the Project, why National Grid was undertaking the additional targeted consultation and information regarding potential road closures.

3.5.6 Each of the PILs was notified of the commencement of the further landowner consultations at the earliest opportunity and given not less than 28 days (beginning with the day after the day on which the person receives the consultation documents) in which to provide feedback on National Grid's consultation proposals.

4. Legislative Compliance

4.1 Introduction

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

- consult with prescribed consultees (Section 42);
- consult with the community (Section 47);
- publicise the proposed application (Section 48);
- have regard to responses to consultation and publicity (Section 49);
- have regard to the government's guidance on the pre-application stage (Section 50); and
- have regard to the criteria used by the Planning Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination (Section 55).

4.2 Compliance with the Planning Act 2008

4.2.1 Table 4.1 sets out how National Grid, as the Applicant for the Project, has complied with the statutory requirements of the PA 2008.

Table 4.1 – How National Grid has complied with the statutory requirements of the PA 2008

Statutory requirement	Activity undertaken	Date undertaken
Section 42: Duty to consult		
The Applicant must consult the following about the proposed allocation:		
Section 42(1)(a) persons prescribed	Meetings were held with prescribed consultees throughout the pre-application period. All relevant prescribed consultees were notified of the commencement of the statutory consultation by letter along with a copy of the community newsletter and Section 48 notice. The list of prescribed consultees and a	Appendix A provides details and dates of meetings held with statutory bodies throughout the pre-application period. The statutory consultation period ran from 18 February to 15 April 2025, a period of 57 days. Consultation documentation was issued on 18 February 2025.

Statutory requirement	Activity undertaken	Date undertaken
	copy of the letter is in Appendix E.	
Section 42(1)(aa) the Marine Management Organisation (MMO)	The MMO was notified of the commencement of the statutory consultation (see Appendix E).	18 February 2025 – issue of consultation documentation.
Section 42(1)(b) each local authority within Section 43	All local authorities were notified of the commencement of the statutory consultation. See Table 7.1 of this report and Appendix E for the full list of local authorities. All host authorities falling within the scope of Section 43 of the PA 2008 were notified of the commencement of the statutory consultation by letter. A copy of the letter is in Appendix E.	18 February 2025 – issue of consultation documentation to all Section 42(1)(b) consultees.
Section 42(1)(c) the Greater London Authority (if in Greater London area)	Not applicable. The proposed application is not located within Greater London and therefore the Greater London Authority is not a relevant consultee.	Not applicable.
Section 42(1)(d) each person in one or more of Section 44 categories	Using diligent inquiry, National Grid identified and notified 1,387 PILs on 18 February 2025 of the commencement of the statutory consultation. 46 additional PILs were identified following the commencement of the consultation. On 11 June 2025, 18 additional PILs, identified following the close of statutory consultation, were notified. 37 existing PILS were notified about updates to the Project between 11 June and 18 June 2025. On 14 January 2026, 171 new PILs identified following design updates were notified.	18 February 2025 – issue of initial consultation documentation. Letters detailing the consultation launch were issued between 18 February 2025 and 14 March 2025, when at least 28 days remained of the statutory consultation window. Outside of statutory consultation, PILs consultation remained open for responses for 28 days.

Statutory requirement	Activity undertaken	Date undertaken
	On 15 May 2026, 35 new PILs identified following design updates were notified. On 15 June 2026, 81 new PILs were identified due to potential proposed road closures and notified. On 16 July 2026, one new PIL was identified due to potential road closures and notified. On 12 August 2026, seven new PILs identified following design updates were notified. Each of those PILs was notified of the commencement of the statutory consultation at the earliest opportunity and given not less than 28 days in which to provide feedback on National Grid's consultation proposals. See Appendix F. Duplicate sets of consultation materials were also provided to land agents instructed to act on behalf of identified PILs, with the addition of a cover letter to reference information sent to their client. See Appendix F. All letters that were returned to sender were re-issued to alternative addresses and none of the re-issues were returned to sender again. See Appendix F. Further detail is in Chapter 7.5 of this report. A full list of consultees identified in accordance with Section 42(1)(d) is set out in **Application Document 4.3 Book of Reference**. National Grid continued to engage with existing PILs and also identify any new and additional interests within referencing limits throughout and after the conclusion of statutory consultation.	

Statutory requirement	Activity undertaken	Date undertaken
Section 45: Timetable for Section 42 consultation		
Section 45(1) The applicant must, when consulting a person under Section 42, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation. Section 45(2) A deadline notified under subsection (1) must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.	Statutory consultation was an eight-week period, commencing on 18 February 2025; the consultation deadline was 15 April 2025, in excess of 28 days. 1,387 PILs were notified of the consultation deadline in letters posted on 18 February 2025. See Appendix F. 58 letters were re-issued by post on 28 February 2025 for any notices not confirmed as delivered by Royal Mail. 14 letters were hand delivered on 5 and 7 March 2025 as notices were not confirmed as delivered by Royal Mail. 46 newly identified PILs were notified between 11 and 14 March 2025 when at least 28 days remained of the consultation window. A further 18 newly identified PILs were notified on 11 June 2025 and given 28 days to respond to the consultation. Four letters were re-issued by post on 12 June 2025 as notices were not confirmed as delivered by Royal Mail and two were reissued to alternative addresses. On 14 January 2026, 171 newly identified PILs following design updates were notified. A further 35 PILs were notified on 15 May 2026 following design updates and given 28 days to respond to the consultation. One letter was re-issued on 1 June 2026. On 15 June 2026, 81 new PILs were identified due to	Initial consultation letters were issued between 18 February and 14 March 2025. See Appendices E and F. Consultation documents were made available on the Project website from the start of consultation on 18 February 2025. Consultation materials were also available at the public information events and local information points (see Table 7.6 and Table 7.8 of this report respectively). On 11 June 2025, newly identified PILs were provided with consultation letters. On 14 January 2026, newly identified PILs were provided with consultation letters. On 15 May 2026, newly identified PILs were provided with consultation letters. On 15 June 2026, newly identified PILs were provided with consultation letters. On 16 July 2026, one newly identified PIL was provided with a consultation letter. On 12 August 2026, newly identified PILs were provided with consultation letters. For all consultations undertaken with PILs, consultees were given at least 28 days beginning with the day after the day on which they received the consultation documents.

Statutory requirement	Activity undertaken	Date undertaken
	potential proposed road closures and notified. Four letters were re-issued on 19 June 2026. On 16 July 2026, one new PIL was identified due to potential proposed road closures and notified. On 12 August 2026, seven newly identified PILs following design updates were notified.	
Section 46: Duty to notify Secretary of State of proposed application		
Section 46(1) The Applicant must supply the Secretary of State with such information in relation to the proposed application as the Applicant would supply to the Secretary of State for the purpose of complying with Section 42 if the Applicant were required by that section to consult the Secretary of State about the proposed application.	The Applicant notified the Planning Inspectorate under Section 46 of the PA 2008 of the upcoming statutory consultation (see Appendix C). The Applicant provided: • Letter sent to Section 42 consultees; • Section 48 notice; • Community newsletter; • Consultation feedback questionnaire; and • Link to the Project website and a list of the documents available.	14 February 2025
Section 46(2) The Applicant must comply with subsection (1) on or before commencing consultation under Section 42.	The Applicant notified the Planning Inspectorate under Section 46 of the PA 2008 of the upcoming statutory consultation on 14 February 2025, before the start date of the commencement of the statutory consultation under Section 42 (18 February 2025).	14 February 2025
Section 47: Duty to consult local community		
Section 47(1) The Applicant must prepare a statement setting out how the Applicant proposes to consult, about the proposed application, people living in the vicinity of the land.	A SoCC was prepared and then published as part of the consultation documentation (See Appendix D).	18 February 2025

Statutory requirement	Activity undertaken	Date undertaken
Section 47(2) Before preparing the statement, the Applicant must consult each local authority that is within Section 43(1) about the content of the statement. Section 47(3) The deadline for receipt by the Applicant of responses is a period of 28 days beginning with the day after the day on which the local authorities received the consultation documents. Section 47(4) consultation documents are the documents supplied to the local authority by the Applicant for the purpose of consulting the local authority.	East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council, Newark and Sherwood District Council and Nottinghamshire County Council were all provided with a draft copy of the SoCC and were formally invited to comment. Briefings were held with planning officers from each of the host authorities to brief them on the draft SoCC. The consultation documents supplied to the host authorities comprised the draft SoCC and a cover email (See Appendix D).	The SoCC was issued to East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council and Nottinghamshire County Council via email on 13 November 2024 and formal consultation took place between 14 November 2024 and 11 December 2024 for 28 days. Newark and Sherwood District Council was identified after the initial SoCC consultation as a host authority. On 5 December 2024, the SoCC was issued to Newark and Sherwood District Council via email, and they were given until 3 January 2024 to return their comments, a period of 28 days (beginning with the day after the day on which the materials were received). Since the completion of the statutory consultation, due to ongoing design work and changes in the Order Limits, Newark and Sherwood District Council is no longer directly impacted by the Project and is instead categorised as a neighbouring authority. See paragraph 1.3.11 and 1.3.12 for more information regarding Newark and Sherwood District Council.
Section 47(5) In preparing the statement, the Applicant must have regard to any response to consultation that is received before the deadline.	Comments were received from East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council, Newark and Sherwood District Council and Nottinghamshire County Council. National Grid responded to the comments received and the SoCC was amended as appropriate prior to the formal SoCC being	The SoCC was updated prior to 18 February 2025 (the start of statutory consultation).

Statutory requirement	Activity undertaken	Date undertaken
	published. Regard had to SoCC responses is contained in Appendix D of this report.	
Section 47(6) The Applicant must make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land; and publish in a newspaper circulating in the vicinity of the land which states where and when the statement can be inspected, and publish the statement in such a manner as may be prescribed.	The SoCC was made available for inspection free of charge at information points in the vicinity of the Project for the duration of the statutory consultation. A list of information points can be found in Chapter 7 of this report.	18 February to 15 April 2025
	Appendix D contains evidence of the SoCC on the relevant webpage.	18 February 2025
	Appendix G contains the Section 47 notice published and the notice was available at the information points.	18 February 2025
	The Section 47 notice was placed in the following local newspapers (see Appendix G): • Hull Daily Mail; • Yorkshire Post; • Lincolnshire Echo/Live; and • Nottingham Post.	18 February 2025 20 February 2025 18 February 2025
Section 47(7) The Applicant must carry out the consultation in accordance with the proposals set out in the statement.	National Grid carried out the consultation in line with the SoCC. Chapter 6 of this report provides further detail on compliance with the SoCC.	SoCC-compliant statutory consultation held between 18 February and 15 April 2025.
Section 48: Duty to publicise the proposed application		
Section 48(1) The Applicant must publicise the proposed application in the prescribed manner.	National Grid prepared and published a Section 48 notice in accordance with the Regulation 4(2) of the APFP Regulations (see Table 4.3). The Section 48 notice was placed in the following newspapers (see Appendix G): Hull Daily Mail on 18 and 25 February 2025;	18, 20, 25 and 27 February 2025 – dates of publication of Section 48 notice in various newspapers.

Statutory requirement	Activity undertaken	Date undertaken
	Yorkshire Post on 18 and 25 February 2025; Lincolnshire Echo/Live on 20 and 27 February 2025; Nottingham Post on 18 and 25 February 2025 The Guardian on 18 February 2025; and The London Gazette 18 February. In accordance with the EIA Regulations, a copy of the Section 48 notice (see Appendix G) was sent to all EIA consultation bodies. No other persons were notified to National Grid in accordance with the EIA Regulations.	
Section 48(2) Regulations made for the purposes of subsection (1) must, in particular, make provision for publicity under subsection (1) to include a deadline for receipt by the applicant of responses to the publicity.	The Section 48 notice stated, '*The Applicant must receive all responses by 11:59pm on Tuesday 15 April 2025 to ensure their consideration*'.	
Section 49: Duty to take account of responses to consultation and publicity		
Section 49(1) Subsection (2) applies where the applicant— (a) has complied with Section 42, Section 47 and Section 48, and (b) proposes to go ahead with making an application for an order granting development consent (whether or not in the same terms as the proposed application).	This report details how the Applicant has had regard to responses received to consultation. Chapters 3 and 5 of this report detail how National Grid has taken into account feedback received during the non-statutory consultation. Chapters 7 and 8 detail how National Grid has taken account of responses received during the statutory consultation.	Non-statutory consultation – 1 June to 27 July 2023. Localised non-statutory consultation – 9 July to 5 August 2024. Statutory consultation – 18 February to 15 April 2025.
Section 49(2) The applicant must, when deciding whether the application that the applicant is actually to make should be in the same terms	This report details how the Applicant has had regard to responses received to consultation.	N/A

Statutory requirement	Activity undertaken	Date undertaken
as the proposed application, have regard to any relevant responses.	Chapter 5 of this report details how National Grid has taken into account feedback received during non-statutory consultation. It is also detailed in the Non-statutory Consultation Feedback Report in Appendix B. Chapter 8 of this report details how National Grid has taken into account feedback received during the statutory consultation.	
Section 49(3) In subsection (2) "relevant response" means— (a) a response from a person consulted under Section 42 that is received by the applicant before the deadline imposed by Section 45 in that person's case, (b) a response to consultation under Section 47(7) that is received by the applicant before any applicable deadline imposed in accordance with the statement prepared under Section 47, or (c) a response to publicity under Section 48 that is received by the applicant before the deadline imposed in accordance with Section 48(2) in relation to that publicity.	Section 42, 47 and 48 responses are considered in Chapter 8 of this report.	N/A
Section 50: Guidance about pre-application procedure		
Section 50(1) Guidance may be issued about how to comply with the requirements of this Chapter. Section 50(2) Guidance under this section may be issued by the Secretary of State. Section 50(3) The applicant must have regard to any guidance under this section.	National Grid considers it has complied with the guidance, as detailed in this Consultation Report. Table 4.2 sets out how National Grid has complied with this guidance.	N/A

4.3 Compliance with the Planning Act 2008: Pre-Application stage for Nationally Significant Infrastructure Projects

4.3.1 Table 4.2 of this report sets out how National Grid has complied with Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (MHCLG, April 2024).

Table 4.2 – How National Grid has complied with the guidance set out by MHCLG on the pre-application stage for NSIPs

Guidance	Comment
Pre-application process	
What is the purpose of the pre-application stage? Paragraph 004	
Has the Applicant engaged with local communities, local authorities, statutory consultees and those who would be directly affected by the Project (including the MMO) as part of the pre-application stage?	National Grid has engaged with local communities, local authorities, statutory consultees and those who would be directly affected by the Project (including the MMO) in accordance with Section 42, Section 43, Section 44 and Section 47 of the PA 2008 (see Table 4.1 above) as part of the pre-application process. Consultations were undertaken (stage one non-statutory 2023, localised non-statutory 2024 and statutory as described in Chapters 5, 7 and 9 of this report) during the pre-application stage to help ensure issues arising were considered and taken into account.
How is the pre-application stage structured? Paragraph 005	
Has the Applicant completed a consultation on and publication of a SoCC?	A SoCC was published as part of the consultation documentation on 18 February 2025. All host authorities were provided with a draft copy and invited to comment, and briefings were held with planning officers. The SoCC was issued to East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council and Nottinghamshire County Council on 13 November 2024, and formal consultation took place between 14 November and 11 December 2024, for 28 days. Newark and Sherwood District Council was identified after the initial SoCC consultation as a host authority. Formal consultation on the SoCC took place between 5 December 2024 and 3 January 2025, for 28 days (beginning with the day after the day on which the consultation materials were received). Responses are contained in Appendix D.

Guidance	Comment
Has the Applicant provided notification of the proposed application to the Planning Inspectorate acting on behalf of the Secretary of State?	National Grid notified the Planning Inspectorate under Section 46 of the PA 2008 of the Project. The Section 46 Letter to the Inspectorate dated 14 February 2024 can be found in Appendix C.
Has the applicant undertaken the statutory consultation with specified bodies, any persons with interests in the affected land, and communities?	Statutory consultation took place between 18 February and 15 April 2025. Specified bodies, PILs and communities were consulted in accordance with Section 42 and Section 47 of the PA 2008 as part of the pre-application process. A summary of the stage one non-statutory consultation and the localised non-statutory consultation are provided in Chapter 5 of this report and in Appendix B. Chapter 7 of this report outlines the approach to the statutory consultation.
Has the applicant provided a consultation report?	National Grid prepared this Consultation Report, submitted as part of the DCO application, under Sections 37(3)(c) and 37(7) of the PA 2008. This report provides details of: • How the Applicant carried out consultation in compliance with Section 42, Section 47 and Section 48 of the PA 2008 in relation to the proposed application; • Any relevant responses (within the meaning of Section 49(3) of the PA 2008); and • How the Applicant has had regard to any relevant responses (as per Section 49 of the PA 2008).
What statutory requirements does the applicant need to comply with during the pre-application stage? ***Paragraph 006***	
Has the Applicant notified the Planning Inspectorate acting on behalf of the Secretary of State of the proposed application on or before commencing statutorily required consultation under Section 46 of the PA 2008, principally with statutory bodies, local authorities and persons with interests in the land?	The Section 46 letter was issued on 14 February 2025, before the start of statutory consultation. A copy can be found in Appendix C of this report.
Has the Applicant notified the Planning Inspectorate on behalf of the Secretary of State that they intend to provide an Environmental Statement in respect of the proposed development, or that they will be asking the Planning Inspectorate	National Grid identified that the Project requires an EIA during the pre-application stage and submitted a Scoping Report to the Planning Inspectorate on 21 August 2023 (**Application Document 6.5.A1 Environmental Statement Appendix 5.1 Environmental Impact Assessment Scoping**

Guidance	Comment
on behalf of the Secretary of State to adopt a screening opinion ahead of submitting the application (Regulation 8 of the EIA Regulations 2017)? This should be informed by early engagement with interested parties before formal consultation under Section 42 of the PA 2008.	**Report**). A Scoping Opinion for the Project was adopted by the Planning Inspectorate on 29 September 2023 (**Application Document 6.5.A2 Environmental Statement Appendix 5.2 Scoping Opinion**). Paragraph 5.2.2 of the SoCC also confirms that the Project is EIA development and confirms publicity and consultation activities regarding the PEIR. See Appendix D of this report. An ES is provided in Volume 6 (**Application Documents 6.1 to 6.21**) of the DCO application.
Has the Applicant prepared a SoCC, in consultation with the relevant local authorities, which describes how the applicant proposes to consult the local community about their Project and then carry out consultation in accordance with that statement, as required by Section 47 of the PA 2008 and Regulation 12 of the EIA Regulations 2017?	Chapter 5 of the SoCC (Appendix D) details the approach to the consultation.
Has the Applicant ensured the SoCC was available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, publishing the statement and a newspaper notice stating where and when the statement can be inspected, as required by Section 47 of the PA 2008?	The SoCC was made available for inspection free of charge at information points in the vicinity of the Project from the start of the statutory consultation period and for the duration. A list of local information points can be found in Table 7.8 of Chapter 7 of this report. Appendix D contains evidence of the SoCC on the relevant webpage. In accordance with Section 47(6)(a), the SoCC Section 47 notice was published in the following newspapers circulating in the vicinity of the Project. • Hull Daily Mail on 18 February 2025; • Yorkshire Post on 18 February 2025; • Lincolnshire Echo/Live on 20 February 2025; and • Nottingham Post on 18 February 2025.
Has the Applicant identified and consulted statutory consultees, local authorities and all persons with land interests as required by Section 42 of the PA 2008 and Regulation 3 and Schedule 1 of the APFP Regulations 2009?	National Grid consulted with all the statutory bodies, PILs and communities in accordance with Section 42 of the PA 2008 and Regulation 3 and Schedule 1 of the APFP Regulations 2009. A list of prescribed consultees identified and consulted with during the statutory consultation and a copy of the Section 42(1) letter is provided in Appendix E. A summary of meetings held with prescribed consultees is provided in Appendix A.

Guidance	Comment
	Using diligent enquiry, National Grid identified 1738[17] PILs. This includes additional PILs identified during the course of the pre-application period.
Did the Applicant set a deadline for consultation responses required by Section 42 of the PA 2008 of not less than 28 days from the day after receipt of the consultation documents as required by Section 45 of the PA 2008?	Statutory consultation was an eight-week period, commencing on 18 February 2025; the consultation deadline was 15 April 2025, in excess of the 28-day minimum. 1,387 PILs were notified of the consultation deadline in letters posted on the 18 February 2025. 58 letters were reissued on 28 February 2025 and 14 were hand delivered on 5 and 7 March 2025. 46 newly identified PILs were notified between 11 and 14 March 2025, when at least 28 days remained of the consultation window. A further 18 newly identified PILs were notified on 11 June 2025 and given 28 days to respond. 37 existing PILS were notified about updates to the Project between 11 June and 18 June 2025. On 14 January 2026, 171 new PILs identified following design updates were notified. A further 35 PILS were notified on 15 May 2026 following design updates. On 15 June 2026, 81 new PILs were notified due to potential proposed road closures, with a further PIL notified on 16 July 2026. On 12 August 2026, seven newly identified PILs following design updates were notified.
Did the Applicant publicise the proposed application in accordance with Section 48 of the PA 2008, Regulation 13 of the EIA Regulations 2017 and Regulation 4 of the APFP Regulations 2009?	Notices were placed in the following publications. • Hull Daily Mail in two successive weeks; • Yorkshire Post in two successive weeks; • Lincolnshire Echo/Live in two successive weeks; • Nottingham Post in two successive weeks; • Once in The Guardian; and • Once in The London Gazette. The notices included: • The name and address of National Grid; • A statement that National Grid intends to make an application for development consent to the Secretary of State; • Confirmation the application is EIA development; • A summary of the main proposals, specifying the route of the Project;

[17] This figure does not include resends where original postage was either not received or returned.

Guidance	Comment
	• A statement that the documents, plans and maps showing the nature and location of the Project are available for inspection free of charge on a website maintained by or on behalf of National Grid, including the address of the website and the place on the website where the documents, plans and maps may be inspected; • The latest date on which those documents, plans and maps will be available for inspection; • Confirmation that paper copies of consultation documents would be provided free of charge, and that any requests for paper copies of technical documents would be reviewed and charged on a case-by-case basis (up to the value of £500); • Details of how to respond to the publicity; • A deadline for receipt of those responses by National Grid, being not less than 28 days following the date when the notice is last published; and • Details of various contact methods to ask questions about the Project or the consultation, including email, telephone and Freepost address. A copy of the Section 48 notice was provided to the consultation bodies (being the prescribed consultees and authorities within Section 43). No other persons were notified to National Grid in accordance with the EIA Regulations.
Has the Applicant had regard to relevant responses to publicity and consultation required by Section 49 of the PA 2008?	National Grid had regard to relevant responses to publicity and consultation for all stages of consultation. Information relating to the stage one non-statutory consultation can be found in Chapter 5 and Appendix B of this report. Information relating to the localised non-statutory consultation can be found in Chapter 5 of this report. Information relating to the statutory consultation can be found in Chapter 8 of this report.
Has the Applicant prepared a consultation report showing how the applicant has met the consultation requirements of Sections 42, 47 and 48 of the PA 2008 and how the proposed application has been amended to take account of the relevant responses?	This report provides the evidence to demonstrate National Grid has met the consultation requirements of Sections 42, 47 and 48 of the PA 2008. Chapters 3 and 5 of this report detail how National Grid has taken into account non-statutory consultation/engagement stages and Chapters 7 and 8 detail how National Grid has taken account of responses received during the statutory consultation.

Guidance	Comment
Has the Applicant met the requirements of Section 37 of the PA 2008 by submitting this consultation report to the Planning Inspectorate acting on behalf of the Secretary of State with the application for development consent for consideration in the decision whether the application is accepted for examination?	This Consultation Report is submitted as part of the application for development consent.
Has the Applicant had regard to this guidance as required by Section 50 of the PA 2008?	National Grid has complied with Section 50 of the PA 2008 guidance on pre-application consultation, evidenced in this table.
Pre-application consultation	
How can pre-application consultation shape proposals and help prepare applications that are accepted for examination? ***Paragraph 019***	
Has the Applicant undertaken statutory pre-application consultation activities as stipulated in the following legislation: • PA 2008, Sections 42, 43, 44, 47 and 48 • Schedule 1 of the APFP Regulations 2009, Regulations 3 and 4 of the APFP Regulations 2009 • EIA Regulations 2017	Section 42(1)(a) National Grid consulted all persons prescribed under Section 42(1)(a) of the PA 2008. On 18 February 2025, the Applicant sent a consultation letter to the Section 42(1)(a) consultees, along with a copy of the community newsletter and Section 48 notice (in accordance with the EIA Regulations). A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the APFP Regulations 2009, can be found at Appendix E of this report. Section 42(1)(aa) The Applicant consulted with the MMO. On 18 February 2025, the Applicant sent a consultation letter along with a copy of the Project community newsletter and the Section 48 notice to the MMO. Section 42(1)(b) under Section 43 The Applicant consulted with each host authority falling within the scope of Section 43. The Applicant sent a consultation letter to Section 42(1)(b) consultees, along with a copy of the Project community newsletter and the Section 48 notice (in accordance with the EIA Regulations 2017) on 18 February 2025. A full list of the bodies consulted under Section 42(1)(b), as identified under Section 43, can be found in Appendix E. Section 42(1)(c)

Guidance	Comment
	The Project is not within the Greater London Area and therefore did not require consultation with the Section 42(1)(c) consultee. Section 42(1)(d) The Applicant consulted all persons identified under Section 44 as being PILs affected by the Project. The Applicant sent a letter to the Section 42(1)(d) consultees informing them of the consultation. The letter was sent to 1,387 PILs on 18 February 2025. As new PILs were identified, they were written to. More information is available in Section 7.5 of this report. A summary of the numbers of PILs consulted overall and how many fell into each of the categories set out in Section 44 can be found in Table 7.2 of this report. Section 47 The Applicant prepared a draft SoCC, which set out how the Applicant proposed to consult the community. East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council, Newark and Sherwood District Council and Nottinghamshire County Council were all provided with a draft copy of the SoCC and were formally invited to comment. National Grid responded to the comments received and the SoCC was amended as appropriate. In compliance with Section 47 of the PA 2008, the SoCC explained how the Applicant would consult the local community on the Project, when and where the consultation would be held, the information that would be available during the consultation and who would be consulted. The Applicant's consultation process was carried out in accordance with the SoCC. Section 7.8 of this Consultation Report sets out how the statutory consultation was undertaken in accordance with the SoCC. Further details on the process for preparing the SoCC can be found in Chapter 6 of this report. The final published SoCC is provided in Appendix D.
How can applicants ensure consultation is proportionate? ***Paragraph 020***	
Has the Applicant undertaken a pre-application consultation proportionate to the scale and nature of the Project and its effects?	National Grid conducted a thorough, effective, and proportionate staged consultation to enable the consideration of options. The period provided to comment for consultation under Sections 42, 47, and 48 of the PA 2008 was greater than the required 28 calendar days. The stage one non-statutory

Guidance	Comment
	consultation ran for eight weeks between 1 June and 27 July 2023, and the localised non-statutory consultation ran for four weeks between 9 July and 6 August. The statutory consultation ran for eight weeks between 18 February and 15 April 2025. This provided a sufficient period of time for responses and is in excess of the 28 day minimum consultation period. This allowed: • The Project team to issue invitations to attend community events; • Consultees to engage with National Grid one or more times; • Consultees to visit a consultation event (face-to-face or webinar); and • Consultees time to complete the response form. All consultation materials were made available online, and physical copies were made available for inspection at public information points and at the public information events. The full list of public information points and public information events can be found in Table 5.2, Table 5.3, Table 5.6, Table 5.7, Table 7.6 and Table 7.8 of this report respectively. A mix of face-to-face public information events and online webinars were held. Face-to-face events were held at suitable accessible venues, nine during both the stage one non-statutory consultation and statutory consultation, and three during the localised non-statutory consultation. Consultees had the opportunity to provide feedback via questionnaire, either online or in hard copy (sent back using a Freepost address), or via comments by letter or email. Consultation materials can be found in Appendix H.

Guidance	Comment
Who should be consulted? ***Paragraph 021***	
Has the Applicant consulted in accordance with: • PA 2008 Sections 42 to 44; • PA 2008 Section 47; and • Regulation 3 and Schedule 1 of the APFP Regulations 2009?	National Grid engaged with all parties during the statutory consultation, as required by the PA 2008 and the APFP Regulations 2009. The full list of prescribed consultees as set out in Schedule 1 of the APFP Regulations 2009 is provided in Appendix E. Chapter 7 of this report also details consultation with the relevant local authorities, as statutory consultees. Recognising the broad interest in the Project, National Grid also consulted with a wide range of national and other interest groups. Appendix H of this report provides the consultee list.
While the list of prescribed bodies who must be consulted was updated in April 2024, from time to time a body may cease to exist but may still be listed as a statutory consultee in the Regulations pending their updating. In such situations applicants should identify any successor body and consult with them in the same manner as they would have with the original body. Has the Applicant been required to identify any successor body and did they seek the advice of the Planning Inspectorate?	The full list of prescribed consultees as set out in Schedule 1 of the APFP Regulations 2009 is provided in Appendix E which also sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so.
How can applicants consult communities effectively? ***Paragraph 022***	
Has the Applicant produced a SoCC which sets out how they intend to consult the local community on the proposed application?	Section 5.5 of the SoCC provides information on promoting the consultation to those residents, local businesses and community organisations within the Primary Consultation Zone (PCZ). This promotion included a press release, newspaper advertisements, emails and letters, statutory notices, information posters and social media. A copy of the SoCC can be found in Appendix D.
Has the Applicant considered how they can engage communities in a way that supports them to understand the necessary issues at an appropriate stage to support preparation of their application, and how they will show how	Chapters 3, 5 and 7 of this report outline the approach to engagement with communities. A variety of methods and materials have been used with the aim of reaching a wide audience and seldom heard groups. Public information sessions were hosted (face-to-face and online) and all consultation material was shared online at the dedicated website, with

Guidance	Comment
they have responded to their issues of concern?	physical copies available at a number of public information points. All feedback provided is summarised in Chapters 3, 5 and 8 of this report along with National Grid's response.
Has the Applicant considered if an independent community liaison chair or forum is required to support local communities and non-statutory consultees to enable them to provide an effective input to the pre-application process?	Table 5.6 of the SoCC provides details of the methods that could be used to engage with underrepresented groups, which include engaging with relevant community groups and engaging with liaison officers within the appropriate local authority representing the group category.
How should applicants engage statutory consultees and other relevant groups? Paragraph 023	
Has the Applicant identified and consulted statutory consultees, local authorities and all persons with land interests as required by Section 42 of the PA 2008 and Regulation 3 and Schedule 1 of the APFP Regulations 2009?	National Grid consulted with all the statutory bodies, PILs and communities in accordance with Section 42 of the PA 2008 and Regulation 3 and Schedule 1 of the APFP Regulations 2009. A list of prescribed consultees identified and consulted with during the statutory consultation is provided in Appendix E and details of all meetings and correspondence is provided in Appendix A.
Did the Applicant set a deadline for consultation responses required by Section 42 of the PA 2008 of not less than 28 days from the day after receipt of the consultation documents?	Statutory consultation was an eight-week period, commencing on 18 February 2025; the consultation deadline was 15 April 2025. 1,387 PILs were notified of the consultation deadline in letters posted on 18 February 2025. 58 letters were reissued on 28 February and 14 were hand delivered on 5 and 7 March 2025. 46 newly identified PILs were notified between 11 and 14 March 2025. A further 18 newly identified PILs were notified on 11 June 2025. On 14 January 2026, 171 new PILs identified following design updates were. 37 existing PILS were notified about updates to the Project between 11 June and 18 June 2025. A further 35 newly identified PILs were notified on 15 May. On 15 June 2026, 81 new PILs were notified due to potential proposed road closures, with a further PIL notified on 16 July 2026. On 12 August 2026, seven newly identified PILs following design updates were notified.

Guidance	Comment
	Consultees were given at least 28 days to respond, beginning with the day after the day on which they received the consultation documents.
Did the Applicant publicise the proposed application in accordance with Section 48 of the PA 2008 and Regulation 4 of the APFP Regulations 2009?	Notices were placed in the following publications between 18 and 27 February 2025: • Hull Daily Mail for two successive weeks; • Yorkshire Post for two successive weeks; • Lincolnshire Echo/Live for two successive weeks; • Nottingham Post for two successive weeks; • The Guardian once and • The London Gazette once. The notices included: • The name and address of National Grid; • A statement that National Grid intends to make an application for development consent to the Secretary of State; • Confirmation the application is EIA development; • A summary of the main proposals, specifying the route of the Project; • A statement that the documents, plans and maps showing the nature and location of the Project are available for inspection free of charge on a website maintained by or on behalf of National Grid, including the address of the website and the place on the website where the documents, plans and maps may be inspected; • The latest date on which those documents, plans and maps will be available for inspection; • Confirmation that paper copies of consultation documents would be provided free of charge, and that any requests for paper copies of technical documents would be reviewed and charged on a case-by-case basis (up to the value of £500); • Details of how to respond to the publicity; • A deadline for receipt of those responses by National Grid, being not less than 28 days following the date when the notice is last published; and • Details of various contact methods to ask questions about the Project or the consultation, including email, telephone and Freepost address. A copy of the Section 48 notice was provided to the consultation bodies (being the prescribed consultees and authorities within Section 43) and anyone notified to them.

Guidance	Comment
Has the Applicant had regard to relevant responses to publicity and consultation required by Section 49 of the PA 2008?	This report details how account has been taken of the previous consultations. Chapters 3 and 5 of this report detail how National Grid has taken into account non-statutory consultation feedback and Chapters 7 and 8 detail how National Grid has taken account of responses received during the statutory consultation.
Did the Applicant arrange early engagement with statutory consultees to avoid unnecessary delays and the costs of having to make changes at later stages of the consenting process?	National Grid has engaged early with statutory consultees during the pre-application stage of the Project. Statutory consultees were invited to respond to the non-statutory consultation in 2023 and the localised consultation in 2024. Feedback received was reviewed and considered in the ongoing design of the Project and was reported in the Design Development Report 2025 and the Non-statutory Consultation Feedback Report 2025 published in support of the statutory consultation. Ongoing engagement throughout the pre-application process has taken place to ensure relevant assessments were undertaken and design refinements incorporated.
What do applicants have to do to consult people with an interest in land? Paragraph 024	
Has the Applicant identified and consulted people who own, occupy or have another interest in any land that is proposed for compulsory acquisition or temporary possession in order to implement the Project, under Section 42 of the PA 2008?	Using diligent enquiry, National Grid identified 1,387 PILs. All identified PILs were notified on 18 February 2025 of the commencement of the statutory consultation. See Appendix F. 46 additional PILs were identified following the commencement of the consultation. A further 18 newly identified PILs were notified on 11 June 2025, 171 on 14 January 2026, 35 on 15 May 2026, 81 on 15 June 2026, one on 16 July 2026 and seven on 12 August 2026. Each of those PILs was notified of the commencement of the statutory consultation at the earliest opportunity and given not less than 28 days in which to provide feedback on National Grid's consultation proposals. See Appendix F. Duplicate sets of consultation materials were also provided to land agents instructed to act on behalf of identified PILs, with the addition of a cover letter to reference information sent to their client. See Appendix F. All letters that were returned to sender were re-issued to alternative addresses and none of the re-issues were returned to sender again. See Appendix F.

Guidance	Comment
	Further details on how National Grid has demonstrated diligent inquiry are provided in section 7.5 of this report.
Has the Applicant provided a Book of Reference which is sufficiently up to date at the time of submission and fully meets the requirements of Regulations 5 and 7 of the APFP Regulations 2009?	The Book of Reference is provided in Volume 4 of the DCO application (**Application Document 4.3**). National Grid will continue to be proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination. Any newly identified or affected PILs were written to with: • Details of the Project; • Where further information could be found; • An offer of a meeting with the Project land agents (for Category 1 and 2 PILs); • A feedback form and a prepaid envelope with guidance on how to submit their comments; and • A Land Plan showing their land interest.
What is the early adequacy of consultation milestone? Paragraph 025	
Has the Applicant provided the Planning Inspectorate with a statement of the elements of consultation which have been carried out compared with the components set out in the Programme Document and the SoCC to complete the adequacy of consultation milestone?	The Applicant has prepared an Adequacy of Consultation Milestone (AoCM) report. The AoCM report was prepared after the Applicant undertook: • Non-statutory consultation in 2023; • Localised non-statutory consultation in 2024; • Statutory consultation in 2025; and • Further landowner consultations between January and February 2026, and May and June 2026. The AoCM report details the elements of consultation that have been carried out and how this compares to the components set out in the Programme Document and SoCC. The AoCM report was submitted to the Planning Inspectorate on 15 July 2026 and is available to view on the Appendix J. Chapter 7 and Appendix J of this report detail how National Grid has had regard to comments received on the AoCM report from host authorities, statutory consultees and the Planning Inspectorate following submission of the AoCM report to the Planning Inspectorate.
What is the consultation report and how should applicants respond to consultees? Paragraph 026	
Has the Applicant provided a consultation report in accordance with Section 37 of the PA 2008 which details	This report details how National Grid has taken into account consultation responses. Chapters 3 and 5 of this report detail how National Grid has taken into

Guidance	Comment
how they have complied with the consultation requirements set out in the PA 2008 and how the proposed application has been shaped as a result?	account responses from non-statutory consultation/engagement stages, and Chapters 7 and 8 detail how National Grid has taken account of responses received during the statutory consultation.
Working with Local Authorities	
How should applicants engage with local authorities? Paragraph 032	
Has the Applicant identified and consulted any local authority in whose area the proposed NSIP lies (the 'host' local authority) in accordance with Section 42 and Section 47 of the PA 2008?	National Grid has identified and consulted with the following host authorities: • East Riding of Yorkshire Council; • North Lincolnshire Council; • Bassetlaw District Council; • Newark and Sherwood District Council (while this council was identified as a host authority during the statutory consultation, following design changes applied after the statutory consultation they were confirmed to be a neighbouring authority, please see paragraph 1.3.11 and paragraph 1.3.12); and • Nottinghamshire County Council. Meetings were held with the host authorities throughout the pre-application period of the DCO (see Appendix A). Each were provided with a draft copy of the SoCC and National Grid responded to the comments received. The SoCC was amended as appropriate prior to the formal SoCC being published. The regard had to SoCC responses are contained in Appendix D.
Has the Applicant identified and consulted the neighbouring local authorities under the requirements of Sections 43(2) and (2A) of the PA 2008?	National Grid has identified and consulted with all neighbouring local authorities in accordance with the PA 2008. A list of the authorities consulted is provided in Appendix E.

4.4 Compliance with the APFP Regulations 2009

4.4.1 Table 4.3 of this report sets out how National Grid has complied with the APFP Regulations 2009, namely:

- Regulation 3: Prescribed consultees; and
- Regulation 4: Publicising a proposed application.

Table 4.3 – How National Grid has complied with the APFP Regulations 2009

Regulation	Activity undertaken	Date undertaken
Regulation 3: Prescribed consultees		
The persons prescribed for the purposes of Section 42(a) (duty to consult) are those listed in column 1 of the table in Schedule 1 of the APFP Regulations 2009, who must be consulted in the circumstances specified in relation to each such person in column 2 of that table.	The Applicant consulted all persons prescribed under the APFP Regulations 2009 who were deemed relevant to this Application by the descriptions set out in column 2 of that table. The full list of prescribed consultees as set out in Schedule 1 of the APFP Regulations 2009 is provided in Appendix E.	Not applicable
Regulation 4: Publicising a proposed application		
(2) The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application—		
for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;	The Section 48 notice was placed in the following newspapers (see Appendix G): • Hull Daily Mail on 18 and 25 February 2025; • Yorkshire Post on 18 and 25 February 2025; • Lincolnshire Echo/Live on 20 and 27 February 2025; and • Nottingham Post on 18 and 25 February 2025.	Between 18 and 27 February 2025
once in a national newspaper;	The Section 48 notice was placed in The Guardian on 18 February 2025.	18 February 2025
once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and	The Section 48 notice was placed in The London Gazette on 18 February 2025.	18 February 2025
where the proposed application relates to offshore development— • once in Lloyds List; and • once in an appropriate fishing trade journal.	Not applicable.	Not applicable
(3) The matters which the notice must include are—		

Regulation	Activity undertaken	Date undertaken
(a) the name and address of the Applicant;	The Section 48 notice included the following: '*Notice is hereby given that National Grid Electricity Transmission plc ("National Grid") of 1 – 3 Strand, London, WC2N 5EH*'	Between 18 and 27 February 2025
(b) a statement that the Applicant intends to make an application for development consent to the Secretary of State;	The Section 48 notice included the following: '*Notice is hereby given that National Grid Electricity Transmission plc ("National Grid") of 1 – 3 Strand, London, WC2N 5EH (the "Applicant") intends to apply to the Secretary of State for Energy, Security and Net Zero for a Development Consent Order ("DCO") under Section 37 of the Planning Act 2008 (the "Act") to authorise the construction and operation of the North Humber to High Marnham Project (the "Project").*'	Between 18 and 27 February 2025
(c) a statement as to whether the application is EIA development;	The Section 48 notice included the following: '*The Project is an Environmental Impact Assessment ("EIA") development, as defined by The Infrastructure Planning (EIA) Regulations 2017. An Environmental Statement will therefore be submitted as part of the application, which will contain information about the environmental effects of the Project.*'	Between 18 and 27 February 2025
(d) a summary of the main proposals, specifying the location or route of the proposed development;	Paragraph 2 of the Section 48 notice included a description of the Project and the principal elements.	Between 18 and 27 February 2025
(e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge on a website maintained by or on behalf of the applicant;	The Section 48 notice included the following: *'The documents, plans and maps showing the nature and location of the Project, including the Preliminary Environmental Information Report ("PEIR") and non-technical summary (NTS), will be available to download free of charge from Tuesday 18 February 2025 until Tuesday 15 April 2025 on www.nationalgrid.com/nh-hm.' 'Reference copies of certain documents, showing the nature and location of the proposed development will also be available to view free of charge from Tuesday 18 February 2025 at the following inspection points in the vicinity of the Project for the duration of the consultation (until Tuesday 15 April 2025)'.* This was then followed by a table containing	Between 18 and 27 February 2025

Regulation	Activity undertaken	Date undertaken
	the addresses and opening times of the 13 locations which can also be found in Table 7.8 of this report). The Section 48 notice also included the locations of the public information events where consultation materials were also available (see Table 7.6) and the following contact information for enquiries in relation to the documents, plans and maps: '*If you have any questions about the Project or the consultation, please get in touch:* *Email: contact@nh-hm.nationalgrid.com* *Telephone: 0808 189 1346* *Freepost: Freepost NH TO HM (please write this in capitals, you do not need a stamp)* *Notice first published on 18th February 2025*'.	
(f) the latest date on which those documents, plans and maps will be available for inspection;	The Section 48 notice included the following: '*Reference copies of certain documents, showing the nature and location of the proposed development will also be available to view free of charge from Tuesday 18 February 2025 at the following inspection points in the vicinity of the Project for the duration of the consultation (until Tuesday 15 April 2025).*'	Between 18 and 27 February 2025
(g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;	The Section 48 notice included the following: '*Following the start of the statutory consultation, consultees will be able to request paper copies of consultation documents. The documents that will be made available on request, free of charge, will be the:* • *Community Newsletter* • *Project Background Document* • *Feedback questionnaire* • *NTS of the PEIR. Requests for paper copies of the technical documents forming the PEIR will be reviewed on a case-by-case basis.* • *Statement of Community Consultation* ***Requests for paper copies of the technical documents will be reviewed on a case by-case basis. To cover printing costs a reasonable copying charge may apply, to be paid for by the recipient and up-to a***	Between 18 and 27 February 2025

Regulation	Activity undertaken	Date undertaken
	maximum value of £500 for the whole suite of consultation documents. Please get in touch with us using the details below if you would like a printed or alternative format copy of materials.'	
(h) details of how to respond to the publicity; and	The Section 48 notice included the following: '*The consultation is running between Tuesday 18 February and Tuesday 15 April 2025* *Any consultation responses or other representations in respect of the Project during the consultation period can be submitted in writing in the following ways:* • *Completing an online feedback questionnaire at: www.nationalgrid.com/nh-hm* • *Providing feedback by email (contact@nh-hm.nationalgrid.com)* • *Scanning a paper copy of the feedback questionnaire or submitting a letter or written response.* • *Returning a paper copy of the response form or a letter response by post at* ***Freepost NH TO HM*** *(no stamp required).* *In providing their consultation response, consultees should:* • *State in writing the nature of the response or representation;* • *Indicate who is making the response or representation; and* • *Include an address to which correspondence relating to the response can be provided* *A printed copy of the feedback questionnaire can be requested by contacting the Project team on the details below.* ***The Applicant must receive all responses by 11:59pm on Tuesday 15 April 2025 to ensure their consideration.'***	Between 18 and 27 February 2025
(i) a deadline for receipt of those responses by the Applicant, being not less than 28 days following the date when the notice is last published.	The Section 48 notice included the following: '*The Applicant must receive all responses by 11:59pm on Tuesday 15 April 2025 to ensure their consideration.*'	Between 18 and 27 February 2025

Regulation	Activity undertaken	Date undertaken
	15 April 2025 was more than 28 days after the date on which the newspaper notice was last published (which was on 27 February).	

4.5 Compliance with the Planning Inspectorate Advice on the Consultation Report

4.5.1 Table 4.4 sets out how National Grid has complied with the guidance from the Planning Inspectorate Advice on the Consultation Report (Planning Inspectorate, August 2024).

Table 4.4 – How National Grid has complied with the guidance set out in the Planning Inspectorate Advice on the Consultation Report

Guidance	Comment
Purpose of the consultation report	
Does the consultation report explain how the applicant has complied with the statutory pre-application consultation requirements set out in the PA 2008, specifically with the requirements to: • consult with prescribed consultees (Section 42) • consult with the community (Section 47) • publicise the proposed application (Section 48) • have regard to consultation responses (Section 49) • have regard to the government's guidance on the pre-application stage (Section 50)?	National Grid consulted with all statutory bodies, initially identified PILs, and communities in accordance with Sections 42 and 47 of the PA 2008 from 18 February to 15 April 2025. A list of all stakeholders consulted is provided in Appendices E, F and H. Chapters 3, 5, 6 and 7 of this report outline the methods, materials and activities undertaken as part of the pre-application consultations. Section 7.5 of this report outlines the methods and activities undertaken to consult with all new PILs identified during pre-application. In accordance with Section 48 of the PA 2008, notices were placed in the following publications. • Hull Daily Mail in two successive weeks; • Yorkshire Post in two successive weeks; • Lincolnshire Echo/Live in two successive weeks; • Nottingham Post in two successive weeks; • The Guardian once; and • The London Gazette once. Copies are provided in Appendix G. No responses were received that specifically identified themselves as being in response to the Section 48 statutory publicity, which in any event directed readers of that publicity to the same consultation materials as those provided

Guidance	Comment
	to inform consultation responses pursuant to Section 42, Section 44 and Section 47. Chapter 8 of this report details how National Grid has had regard to responses received during the statutory consultation, in accordance with Section 49. Chapter 4 of this report outlines the regard National Grid has had to guidance for consultation during the pre-application stage.
The report should also explain any non-statutory pre-application consultation that has been undertaken by the applicant.	Chapter 5 of this report describes the stage one non-statutory consultation undertaken in 2023 and the localised non-statutory consultation undertaken in 2024. Chapter 7 of this report describes the statutory consultation that took place between 18 February and 15 April 2025.
The consultation report should include an explanation of how the Applicant has had regard to the Planning Inspectorate's pre-application advice and the advice provided by other statutory consultees and local authorities.	Chapter 4 of this report details how National Grid has complied with pre-application advice from the Planning Inspectorate, including: • Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (MHCLG, April 2024); • Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land (Department for Communities and Local Government, September 2013); • Nationally Significant Infrastructure Projects: Advice on EIA Notification and Consultation (Planning Inspectorate, September 2024); • Nationally Significant Infrastructure Projects: Advice on the Consultation Report (Planning Inspectorate, August 2024); • Nationally Significant Infrastructure Projects: Advice on the Preparation and Submission of Application Documents (Planning Inspectorate, January 2025); and • Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus (Planning Inspectorate, 2024). Chapter 6 (section 6.3) of this report summarises the process undertaken to consult the host authorities on the SoCC where host authorities provided their advice. National Grid did not receive or seek advice from any other

Guidance	Comment
	statutory consultees on the consultation process.
Environmental Impact Assessment Regulations consultation	
The Applicant may wish to draw attention to consultation responses received under the EIA process, but any reference to the EIA consultation should be addressed separately from the non-statutory and statutory consultation carried out under the Planning Act.	**Application Document 6.5.A3 Environmental Statement Appendix 5.3 Scoping Response Tables** includes a summary of responses received during the EIA process and how these were responded to.
Format and content of the consultation report	
Does the consultation report include an overview including: • a summary of the consultation activities undertaken • a table or timeline summarising both statutory and non-statutory consultation in chronological order?	Chapters 3, 5, 6 and 7 provide a summary of the consultation activities undertaken. Image 1.3 shows a timeline summarising the statutory and non-statutory consultation in chronological order. Each stage of non-statutory and statutory consultation is presented and explained chronologically in separate chapters of the report. This includes separate summary schedules of consultation responses for each round of consultation. Chapter 5, section 5.2 of this report provides a summary of the 2023 stage one non-statutory consultation. Chapter 5, section 5.3 of this report provides a summary of the 2024 localised non-statutory consultation. Chapter 7 of this report provides a summary of the 2025 statutory consultation. Chapter 8 provides a summary of the matters raised and National Grid's responses. Chapter 9 of this report provides a summary of the further landowner consultations as well as the summary of matters raised and National Grid's response.
Statutory consultation	
Duty to notify the Secretary of State (Section 46)	
The report should include details of when the Applicant notified the Planning Inspectorate of their intention to submit a NSIP application and carry out statutory consultation. As required by Section 46 of the Planning Act the Applicant must notify the Planning Inspectorate before commencing consultation under Section 42. The report should confirm	Chapter 7 (section 7.6) of this report sets out when National Grid notified the Planning Inspectorate of the proposed application for development consent and its intent to undertake statutory consultation and also details the consultation documents that were sent with the Section 46 notification letter.

Guidance	Comment
when the full suite of consultation documents was provided to the Planning Inspectorate and include a list of those documents.	Appendix C to this report exhibits the letter sent to the Planning Inspectorate in accordance with Section 46 of the PA 2008 and the acknowledgement received.
Duty to consult (Section 42)	
Does the consultation report include a list of all persons and consultation bodies that were consulted? The Applicant should provide a sample of the letter sent to each type of consultee which includes the date it was sent, and the deadline given for responses. The Applicant should list the consultees in the order suggested below. For each type of consultee, the Applicant should include the dates they were consulted.	Section 42(1)(a) and (aa) – Chapter 7 of this report describes the process for consulting prescribed consultees under Section 42(1)(a). Appendix E of this report provides the list of prescribed consultees and exhibits the letters sent. Section 42(1)(b) – Chapter 7 of this report describes the process for consulting each host authority within Section 43 under Section 42(1)(b). Appendix E of this report provides the list of host authorities and exhibits the letters sent. Section 42(1)(d) – Chapter 7 of this report describes the process for consulting PILs under Section 42(1)(d). Appendix F of this report provides the list of consultees and exhibits letters sent.
Prescribed consultees (Section 42(1)(a), (aa) and (c))	
Does the list of prescribed consultees (Section 42(1)(a), (aa) and (c)) follow the order they are presented in Schedule 1 of the APFP Regulations 2009?	Appendix E provides the list of prescribed consultees consulted in the same order as listed in the APFP Regulations 2009.
Relevant local authorities (Section 42(1)(b))	
Does the consultation report include a short description of how Section 43 of the Planning Act has been applied in identifying the relevant local authorities?	Chapter 7 provides a description of how the relevant local authorities were identified.
Persons with an interest in land (Section 42(1)(d))	
Does the consultation report include the number of persons with an interest in the Order land (Section 42(1)(d)) who were consulted, and has the Applicant demonstrated they have undertaken diligent enquiries to identify persons under Section 44 and provided an up-to-date Book of Reference with the application. It should also set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).	Chapters 7 and 9 of this report detail how PILs were consulted during and following statutory consultation. Details of all identified PILs are captured within the Book of Reference, and Appendix F of this report provides a copy of letters sent to PILs. The Land Referencing Methodology is provided in Appendix I of this report. Using diligent enquiry, National Grid identified 1,387 PILs. All identified PILs were notified on

Guidance	Comment
	18 February 2025 of the commencement of the statutory consultation. See Appendix F. 46 additional PILs were identified following the commencement of the consultation. A further 18 newly identified PILs were notified on 11 June 2025, 171 on 14 January 2026, 35 on 15 May 2026, 81 on 15 June 2026, one on 16 July 2026 and seven on 12 August 2026. Each of those PILs was notified of the commencement of the further landowner consultation at the earliest opportunity and given not less than 28 days beginning with the day after the day on which they receive in which to provide feedback on National Grid's consultation proposals. See Appendix F. Duplicate sets of consultation materials were also provided to land agents instructed to act on behalf of identified PILs, with the addition of a cover letter to reference information sent to their client. See Appendix F. All letters that were returned to sender were re-issued to alternative addresses and none of the re-issues were returned to sender again. See Appendix F. Further detail is in Chapter 7 of this report. **Application Document 4.3 Book of Reference** is provided in Volume 4 of the DCO application. National Grid will continue to engage with existing PILs and also identify any new and additional interests within referencing limits throughout and after the conclusion of statutory consultation.
If changes to the red line boundary of the Project were made during the pre-application stage, and as a result additional persons with an interest in land were identified and consulted, the Applicant should describe: • how many additional persons with an interest in land were consulted • how and when they were consulted • what information they were provided with The Applicant should explain how they have dealt with any new interests in land that have emerged after the statutory consultation has concluded.	Where changes were made to the Project alignment within the Order Limits or to the Order Limits (also known as a 'red line boundary'), new and existing PILs were identified. Following changes to the Order Limits 171 newly identified PILs were consulted as part of a further landowner consultation that ran from 14 January to 11 February 2026, 35 from 15 May to 12 June 2026 and seven from 12 August to 10 September 2026. Further landowner consultations took place on 15 June to 13 July 2026 and 16 July to 14 August, including with 82 newly identified PILs, related to implementation of temporary road

Guidance	Comment
	closures during the construction phase, however this did not require a change to the Project alignment within the Order Limits or to the Order Limits. Chapter 9 of this report provides details of further landowner consultation conducted from in January to September 2026 and summarises the feedback received from this.
Duty to consult the local community (Section 47)	
Does the Consultation Report include evidence that the Applicant has complied with the SoCC, including: • which local authorities were consulted about the content of the draft SoCC • what the local authorities' comments were • confirmation that the local authorities were given 28 days to provide their comments • a description of how the applicant had regard to the local authorities' comments. For example, where a local authority identified digitally disadvantaged groups the applicant should explain what mitigation was put in place to allow those people to engage, such as providing a telephone helpline • where appropriate, an explanation of why the applicant did not act on a response from a local authority?	Chapter 6 provides a summary of the development of the SoCC and the process for consulting the host authorities. A summary of the responses received, and the regard National Grid had to SoCC responses are contained in Appendix D. Chapter 7 of this report describes the process for consulting the local community under Section 47. Appendix H of this report provides the list of non-prescribed consultees and a copy of the letters sent to stakeholders.
Has the Applicant provided evidence that the SoCC was available for inspection online and published in the local press?	The SoCC was published on the Project website and made available for inspection free of charge at information points in the vicinity of the Project for the duration of the statutory consultation. The full list of information points can be found in Table 7.8 of this report. Appendix D contains evidence of the SoCC on the relevant webpage. Appendix G contains the Section 47 notice published and the notice was available at the information points. The Section 47 notice was placed in the following local newspapers (see Appendix G): • Hull Daily Mail; • Yorkshire Post; • Lincolnshire Echo/Live; and • Nottingham Post.

Guidance	Comment
Duty to publicise (Section 48)	
Does the consultation report include a scanned copy of the Section 48 notice as it appeared in the local and national newspapers and journals, and when and where they were published?	Copies of the Section 48 notices are provided in Appendix G. Table 7.4 and Table 7.5 contain a list of where and when the notices were published.
Does the consultation report confirm that the Section 48 notice was sent to the EIA consultation bodies at the same time as it was published?	A copy of the Section 48 notice was sent to all EIA consultation bodies along with a consultation notification letter.
Duty to take account of responses to consultation (Section 49)	
Does the consultation report provide evidence that the applicant has had regard to the responses to consultations when preparing their application?	This Consultation Report details how account has been taken of the previous consultations. Chapter 5 of this report details how National Grid has taken into account non-statutory consultation feedback. Summaries of all responses provided in the stage one non-statutory consultation and localised non-statutory consultation are presented in Chapters 8, 9, 15 and 16 of the Non-statutory Consultation Feedback Report (Appendix B). Chapter 8 of this report details how National Grid has taken account of responses received during the statutory consultation.
Summary of responses	
The Applicant should provide a summary of the individual responses received. The responses should be categorised in an appropriate way. It may be appropriate for the Applicant to group responses under headline issues. The Applicant must not present responses in a misleading way or out of context from the original views in the response.	The coding methodology followed for all consultations is summarised in Chapter 8 of this report. Summary tables of the responses received are separated into Route Sections of the Project as consulted on. Within each table, summaries are grouped into headline issues (such as 'Construction, Ecology' and 'Community/Social Impact'). Grouping headline issues, statements and feedback enables a structured and organised report which is user-friendly. Throughout this process, the detail of comments is not lost in any way, with new code summaries added with each new piece of feedback. Appendix B of this report contains a summary of responses received to the non-statutory consultations and National Grid's regard had to those comments. Chapter Chapter 8 of this report consists of a summary of responses received to statutory consultation and National Grid's responses to the issues raised.

Guidance	Comment
Does the consultation report provide an explanation of the method used (coding) to group and organise responses, including any safeguarding and cross-checking processes?	The coding methodology is summarised in Chapter 8 of this report.
Has the Applicant provided a summary of the individual responses received identifying: • comments that are relevant (directly or indirectly) to changes made to the Project during the pre-application stage; • comments that led to no change, including an explanation of why the applicant considered that no change to the Project was required; and • comments that were received after deadlines set by the Applicant and the process used to deal with these?	Summaries of all responses provided in the stage one non-statutory consultation and localised non-statutory consultation are presented in Chapters 8, 9, 15 and 16 of the Non-statutory Consultation Feedback Report (Appendix B). A summary of all responses provided in the statutory consultation is provided in Chapter 8. The summary of all responses includes comments that are relevant to changes made to the Project during the pre-application stage, comments that led to no change, and comments that were received after deadlines set by National Grid and the process used to deal with these. Chapter 8 outlines the process to managing any responses received after the deadline.
Duty to have regard to the government's pre-application guidance (Section 50)	
Does the report provide evidence that demonstrates how the Applicant has had regard to the government's guidance on the pre-application stage?	Chapter 4 (Table 4.2) of this report outlines how National Grid has had regard to the government guidance on the pre-application stage.
Demonstrating regard to pre-application advice	
Does the consultation report include evidence which demonstrates how they have had regard to the Section 51 pre-application advice from the Planning Inspectorate and advice from the other statutory consultees which provide advice on behalf of the government?	**Application Document 1.8 Regard Had to S51 Advice** summarises how National Grid has had regard to the Section 51 pre-application advice from the Planning Inspectorate.
Reporting on the adequacy of consultation milestone	
Has the Applicant summarised how they have discharged the adequacy of consultation milestone procedure in the consultation report, including how the applicant has had regard to any comments received from local authorities, statutory consultees and the Planning Inspectorate in relation to the adequacy of consultation milestone?	National Grid prepared an AoCM report that detailed the consultation undertaken to date for the Project. The AoCM report was submitted to the Planning Inspectorate on 15 July 2026 and is available to view on the Planning Inspectorate website. Chapter 7 of this Consultation Report summarises how National Grid has discharged the AoCM procedure. The letter issued to host authorities requesting they confirm that they are satisfied that

Guidance	Comment
	National Grid met the obligations in relation to the adequacy of consultation undertaken to date as set out in the SoCC is provided in Appendix J. Chapter 7 of the AoCM report sets out the views and the relevant supporting material from the local authorities.
Non-statutory consultation and engagement	
Has the applicant described the non-statutory consultation that took place to the same level of detail as the statutory consultation? Has the applicant explained the nature and purpose of any targeted non-statutory consultation?	The stage one non-statutory consultation and localised non-statutory consultation are reported in the Non-statutory Consultation Feedback Report (Appendix B) in the same level of detail as the statutory consultation is reported in this report.
Has the applicant explained all changes to the Project, whether material or non-material, including which consultees were informed about the change, the approach taken to selecting consultees and an explanation of how and when they were consulted?	Section 5.2 of this report includes the changes made as a result of the stage one non-statutory consultation feedback. Section 5.3 of this report includes the changes made as a result of the localised non-statutory consultation feedback. Section 8.7 of this report includes a summary of the changes made as a result of the statutory consultation feedback. Chapter 9 of this report details the consultation and engagement that has taken place after statutory consultation.
Consultation report appendices	
Does the consultation report contain appendices which: • Provide evidence that demonstrates compliance with the requirements of the Planning Act, government guidance and the advice of the Planning Inspectorate and other statutory consultees; • are clearly referenced and chronologically ordered; • Include a separate appendix for each element of the Section 42 statutory consultation and the Section 48 publicity; • Presents evidence of non-statutory consultation in a separate appendix?	The appendices have been used to provide supporting evidence to what has been detailed within this report to demonstrate compliance with the requirements of the PA 2008. Appendices are separated in a logical order that follows chronologically through from both non-statutory consultations, statutory consultation and further landowner consultation. Information is grouped into different elements of the process. For example, Appendix D of this report contains the SoCC and all supporting information. The referencing system is clearly defined through the use of letters and numbers, which are referenced within the body of the main report. Appendix E and Appendix F of this report exhibit a list of each element of the Section 42 statutory consultation. Appendix G of this report exhibits each element of the Section 48 publicity notice. Appendix B of this report

Guidance	Comment
	shows the summary of responses table for the non-statutory consultations.
Request for the applicant to provide consultation responses	
Is the Applicant prepared for the possibility that the Planning Inspectorate may ask the applicant to provide a copy of any, or all, of the statutory consultation responses they received during the pre-application stage so that they can provide the required information to the Planning Inspectorate at short notice during the 28-day acceptance stage?	National Grid holds copies of all statutory consultation responses received during the pre-application stage and can provide these to the Planning Inspectorate if required.
Data Protection and redaction guidelines	
Has the Applicant ensured that the consultation report complies with data protection legislation and that the personal data of individuals is treated appropriately, and does not include any of the following; • private home addresses of individuals or information that could lead to the identification of the location of a private individual; • private email addresses and telephone numbers of individuals; • sensitive or special category data within the meaning of the Data Protection Act 2018 and UK General Data Protection Regulation; • written signatures; • photographs of the faces of individuals who have not given consent to have their image published, including images taken at consultation events; and • information that could lead to the identification of a specific location of a protected species.	National Grid has redacted all of the necessary personal information of individuals from the report in line with the relevant data protection legislation.

4.6 Compliance with the Guidance on Pre-Application Prospectus

4.6.1 Table 4.5 sets out how National Grid has complied with the guidance from the Planning Inspectorate on the Adequacy of Consultation Milestone in Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus (Planning Inspectorate, 2024).

Table 4.5 – How National Grid has complied with the Planning Inspectorate guidance on the Pre-Application Prospectus

Guidance	Comment
Adequacy of consultation milestone (primary service features, point 5)	
The Applicant is to engage in a pre-submission adequacy of consultation milestone (AoCM) in order to allow early consideration of the adequacy of consultation undertaken by the applicant and minimise risk at the acceptance stage.	National Grid prepared an AoCM report, which detailed the consultation undertaken to date for the Project. The AoCM report was submitted to the Planning Inspectorate on 15 July 2026 and is available to view on the Planning Inspectorate website and in Appendix J. Section 7.12 of this Consultation Report summarises how National Grid has discharged the AoCM procedure.
The AoCM should be programmed to occur early enough to enable applicants to consider how to undertake any additional engagement that may be needed, but sufficiently towards the end of the pre-application stage to assess the adequacy of the consultation that has been done.	A letter was issued on 1 April 2026 to host authorities and 1 May 2026 to neighbouring authorities requesting they confirm that they are satisfied that National Grid met the obligations in relation to the adequacy of consultation undertaken to date, before submission of the AoCM report on 15 July 2026. This was to ensure there was an opportunity for additional engagement to be undertaken if necessary but also to allow consultees to reflect on the consultation that had already occurred.
To inform the AoCM, the Applicant will make a written submission to the Inspectorate which establishes the consultation undertaken to date, confirms the approaches set out in the statement of community consultation, and summarises the consultation responses and the way in which they are shaping the application.	The Applicant has prepared an AoCM report that details the elements of consultation that have been carried out and how this compares to the components set out in the Programme Document and SoCC. The AoCM report was submitted to the Planning Inspectorate on 15 July 2026 and is available to view on the Planning Inspectorate website. Chapter 7 of this report details how National Grid has had regard to comments received on the AoCM report from host authorities, statutory consultees and the Planning Inspectorate following submission of the AoCM report to the Planning Inspectorate. The AoCM report and the regard had to comments received document can be found in Appendix J of this report.
It should include the views and any relevant supporting material from local authorities if available.	Chapter 7 of the AoCM report sets out the views and the relevant supporting material from the local authorities.

5. Non-statutory Consultation

5.1 Introduction

5.1.1 This section provides a summary of consultation and engagement undertaken in advance of the statutory consultation. It provides an overview of the stage one non-statutory consultation held from 1 June to 27 July 2023 and the localised non-statutory consultation held from 9 July to 6 August 2024.

5.1.2 Further details of the approach to the consultations and the methodology are presented in Chapters 3, 4, 10 and 11 of the Non-statutory Consultation Feedback Report (Appendix B).

5.2 Stage One Non-statutory Consultation

5.2.1 The stage one non-statutory consultation aimed to:

- Introduce National Grid and the early-stage proposals;
- Explain the needs case for the Project and the requirement for building new electricity transmission infrastructure in the area;
- Outline the work carried out to identify the emerging preferred route corridor and graduated swathe (where National Grid considered it most reasonably likely that the new infrastructure could be sited within based on information available at the time);
- Ensure all stakeholders had the opportunity to provide feedback on the work to date; and
- Outline next steps and the programme for how the proposals would be developed further.

5.2.2 At the stage one non-statutory consultation, the key Project components being consulted on comprised:

- The identification of the Project as the preferred strategic option;
- The emerging preferred corridor – feedback was sought on the work to date to identify an emerging preferred corridor; and
- The graduated swathe – feedback was sought on the work to date to identify a graduated swathe within which the proposed new line could be located.

5.2.3 In July 2022, National Grid consulted with planning officers from each of the four host authorities identified for the stage one non-statutory consultation (Bassetlaw District Council, East Riding of Yorkshire Council, North Lincolnshire Council and Nottinghamshire County Council) on its proposed consultation strategy. The final version of the consultation strategy was published as part of the stage one non-statutory consultation and can be found in (appendix A in Non-statutory Consultation Feedback Report (Appendix B)).

5.2.4 Table 5.1 provides an overview of the key activities during the stage one non-statutory consultation. Full details are provided in the Non-statutory Consultation Feedback Report in Appendix B.

Table 5.1 – Summary of stage one non-statutory consultation activities

Date	Activity	Details
6 June to 8 July 2023	Nine public information events	Events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 630 stakeholders and members of the public attended.
5 June to 19 July 2023	Eight webinars	Webinars enabled the Project team to present the same information as was presented at the in-person information events, to interested stakeholders who may have been unable to attend in-person. There was a total of 50 attendees.
1 June to 27 July 2023	Project team callbacks	Stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone.
1 June to 27 July 2023	Eleven public information points	Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Project Background Document, CPRSS and Strategic Options Report were available to inspect at a number of suitable, publicly accessible locations along the emerging preferred corridor.
1 June to 3 July 2023	Briefings were given to the four host authorities and three parish councils.	The presentations explained the proposals, supported stakeholder relationships and promoted the non-statutory consultation.

5.2.5 A total of 585 feedback submissions were received during the consultation period from stakeholders and consultees, along with members of the local community. This comprised 398 online response forms, 96 paper response forms and 91 emails and letters.

Who National Grid Consulted

5.2.6 A consultation zone was defined to help ensure stakeholders within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). A map of the stage one non-statutory consultation zones can be found in Figure 3.1 of the Non-statutory Consultation Feedback Report in Appendix B of this report.

5.2.7 The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the emerging preferred route corridor, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation.

5.2.8 The SCZ extended 5 km from the edge of the emerging preferred route corridor. The SCZ included stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had the same opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request.

5.2.9 National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information.

5.2.10 Although the consultation was non-statutory in nature, National Grid made every effort to approach all relevant organisations and local communities who may be affected by the Project proposals, including those likely to be classified as prescribed consultees in Schedule 1 of the APFP Regulations 2009.

5.2.11 During the stage one non-statutory consultation, the following groups and stakeholders were consulted with:

- Elected representatives in local authorities where the Project is situated, including dedicated briefings for lead members during the stage one non-statutory consultation period as requested;
- MPs representing constituencies within and bordering both consultation zones;
- Parish councils representing parishes within both consultation zones and in the immediate vicinity;
- Consultees who would be 'prescribed' under PA 2008;
- Local interest groups, such as community organisations, faith groups and groups with particular specialisms, such as agriculture, environment, heritage; and
- 'Seldom heard groups', representing people who are unlikely to respond to traditional and conventional methods of consultation, and may need additional support to access materials.

5.2.12 A full list of the parties contacted by National Grid in regard to the stage one non-statutory consultation can be found in appendix C of the Non-statutory Consultation Feedback Report, which is in Appendix B of this document[18].

Consultation Methods

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

[18] Please note, there are some minor inaccuracies in the naming of parish and town Councils in the Non-statutory Consultation Feedback Report. The correct names of all prescribed and non-prescribed Parish and Town Councils consulted in the statutory consultation are included in Appendices E and H of this report

- Producing materials using non-technical language where possible;
- Updating the Project website and creation of an interactive map;
- Issuing of a newsletter to the 11,919 properties within the PCZ;
- Making information and materials available at 11 public information points;
- Setting up an email address and dedicated telephone information line;
- Holding nine in-person public information events within or near the PCZ;
- Holding eight webinar sessions, each focusing on a specific geographical area; and
- Media and social media promotional activity.

Consultation Materials

5.2.14 A range of consultation materials were created, which aimed to provide consultees with all the information required to provide an informed response to the consultation. The full suite of consultation materials included:

- Project Background Document 2023[19];
- Corridor Preliminary Routeing and Siting Report (CPRSS) 2023[20];
- Strategic Options Report 2023[21];
- Feedback form (appendix E in Non-statutory Consultation Feedback Report (Appendix B));
- Consultation newsletter (Appendix B in Non-statutory Consultation Feedback Report (Appendix B));
- Consultation event banners[22];
- Non-statutory Consultation Strategy 2023 (appendix A in Non-statutory Consultation Feedback Report (Appendix B));
- Non-statutory consultation plans[23]; and
- Interactive map[24].

[19] National Grid, (2023), North Humber to High Marnham, Project Background Document. Available at https://www.nationalgrid.com/electricity-transmission/document/148931/download

[20] National Grid, (2023), North Humber to High Marnham, Corridor Preliminary Routeing and Siting Study. Available at https://www.nationalgrid.com/electricity-transmission/document/148821/download (CPRSS)

[21] National Grid, (2023), North Humber to High Marnham and Grimsby to Walpole Strategic Options Report. Available at https://www.nationalgrid.com/electricity-transmission/document/149041/download

[22] National Grid, (2023), North Humber to High Marnham, Event banners. Available via https://www.nationalgrid.com/document/354821/download

[23] National Grid, (2023), North Humber to High Marnham, 2023 non-statutory consultation plans. Available via https://www.nationalgrid.com/the-great-grid-upgrade/north-humber-high-marnham/document-library#4257225834-1484802565

[24] National Grid, (2023), North Humber to High Marnham, Interactive map. Available via https://experience.arcgis.com/experience/b89ab21328f4438a92f41f7e098dd6fc

5.2.15 All of these consultation materials were made available to view and download at all times during the consultation period on the Project's consultation website. In addition, paper copies of the newsletter and feedback form were made available to take away at all the public information points along the preferred corridor, at consultation events or upon request via email, Freepost or by phone.

Consultation Activities

Public consultation events

5.2.16 To support the stage one non-statutory consultation, nine in-person events and eight online events were held. The details of these events can be found in Table 5.2. More information on the format of these events can be found in the Non-statutory Consultation Feedback Report, which is in Appendix B of this document.

Table 5.2 – Stage one non-statutory consultation events (in-person and online)

Date and time	Venue/session	Attendees
Tuesday 6 June 2023, 12pm-7pm	Dunham on Trent Centre, Low Street, Dunham, Newark, Nottinghamshire NG22 0FJ	83
Saturday 10 June 2023, 10am-4pm	North and South Wheatley Village Hall, Sturton Rd, South Wheatley, Retford, Nottinghamshire DN22 9DL	73
Tuesday 13 June 2023, 10am-4pm	Crowle Community Hall, Woodland Ave, Crowle, Scunthorpe, North Lincolnshire DN17 4LL	60
Monday 19 June 2023, 12pm-7pm	Haxey Memorial Hall, 3 High Street, Haxey, Doncaster DN9 2HH	118
Friday 23 June 2023, 12pm-6:30pm	All Saints Community Centre, Church Hill, South Cave, Brough HU15 2EU	91
Monday 26 June 2023, 1pm-6pm	Gringley on the Hill Community Centre, West Wells Lane, Gringley on the Hill, Doncaster DN10 4QY	92
Thursday 29 June 2023, 10am-4pm	Gilberdyke War Memorial Hall, 11 Clementhorpe Road, Gilberdyke, East Yorkshire HU15 2UB	34
Tuesday 4 July 2023, 12pm-6:30pm	Garthorpe Village Hall, Shore Road, Garthorpe, Scunthorpe, North Lincolnshire DN17 4AF	33
Saturday 8 July 2023, 10am-4pm	Cottingham Civic Hall, 1 Market Green, Cottingham HU16 5QG	46
Monday 5 June 2023, 2pm	Online: Introduction to North Humber to High Marnham Project proposals – general overview	11

Date and time	Venue/session	Attendees
Thursday 8 June 2023, 10am	Online: Proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse crossing)	7
Thursday 15 June 2023, 7pm	Online: proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse crossing)	10
Monday 10 July 2023, 2pm	Online: Proposals in Sections 4 (River Ouse crossing), 5 (River Ouse crossing to Luddington), 6 (Luddington to M180 motorway) and 7 (M180 motorway to Graizelound)	3
Thursday 13 July 2023, 2pm	Online: Proposals in Sections 4 (River Ouse crossing), 5 (River Ouse crossing to Luddington), 6 (Luddington to M180 motorway) and 7 (M180 motorway to Graizelound)	6
Saturday 15 July 2023, 10am	Online: Proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	5
Tuesday 18 July 2023, 7pm	Online: Proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	5
Wednesday 19 July 2023, 2pm	Online: Introduction to North Humber to High Marnham Project proposals – general overview	3

Public information points

5.2.17 Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Project Background Document, CPRSS and Strategic Options Report were available to inspect at a number of suitable, publicly accessible locations along the emerging preferred corridor. These locations in East Riding of Yorkshire, North Lincolnshire and Bassetlaw, are given in Table 5.3.

Table 5.3 – Public information points used for the stage one non-statutory consultation

Public information points	Opening times
East Riding of Yorkshire	
Beverley Library, Champney Road, Beverley, HU17 8HE	9:30am to 5pm (Monday, Wednesday and Friday), 9:30am to 8pm (Tuesday and Thursday), 9am to 4pm (Saturday)
South Cave Library, 97 Church Street, South Cave, HU15 2EP	2pm to 5pm (Tuesday), 2pm to 7pm (Thursday) and 10am to 12pm (Saturday)
Goole Library, Carlisle Street, Goole, DN14 5DS	9:30am to 7pm (Monday and Wednesday), 9:30am to 5pm (Tuesday, Thursday and Friday), and 9am to 4pm (Saturday)
East Riding of Yorkshire Council, County Hall, Beverley, East Riding of Yorkshire, HU17 9BA	9am to 4:30pm (Monday to Friday)
North Lincolnshire	
Crowle Library, Crowle Community Hub, The Market Hall, Market Place, Crowle, North Lincolnshire, DN17 4LA	9am to 12:30pm and 1pm to 5pm (Monday to Friday), and 9am to 12pm (Saturday)
Epworth Library, Chapel Street, Epworth, Doncaster, DN9 1HQ	1pm to 5pm (Monday), 9am to 12:30pm and 1pm to 5pm (Wednesday), 9am to 2pm (Friday) and 9am to 12pm (Saturday)
Haxey Library, The Memorial Hall, Haxey, Doncaster, DN9 2HH	2pm to 5pm (Monday), 9am to 12pm (Tuesday and Friday), and 10am to 1pm (Saturday)
North Lincolnshire Council, Church Square House, 30-40 High Street, Scunthorpe, North Lincolnshire, DN15 6NL	8:30am to 5pm (Monday to Thursday) and 8:30am to 4:30pm (Friday)
Bassetlaw	
Misterton Library, High Street, Misterton, Doncaster, South Yorkshire DN10 4BU	2pm to 5pm (Tuesday and Thursday) and 9:30am to 12:30pm (Saturday)
Retford Library, Churchgate, Retford, DN22 6PE	9am to 6pm (Monday to Friday) and 9:30am to 3:30pm (Saturday)
Bassetlaw District Council (Retford office), 17B The Square, Retford, Nottinghamshire, DN22 6DB	9am to 5pm (Monday to Friday)

Project team call-back

5.2.18 At the start of the stage one non-statutory consultation, National Grid published contact information, including a freephone information line and an email address. Using this service, stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone. This information was published in the 2023 consultation strategy and details of the contact

centre were published on the website, in the Project Background Document, newsletter, adverts, banners and on the feedback form.

5.2.19 This provided an alternative option for those who may have restricted access to other engagement channels or are less comfortable with online technology.

Promotional Activity

5.2.20 The stage one non-statutory consultation was promoted through:

- A consultation newsletter distributed to all properties in the PCZ (1,919 properties) and to all stakeholders who received a consultation launch email;
- Two rounds of newspaper advertisements and digital adverts between 1 and 29 June 2023 in the Lincolnshire Echo, Grimsby Telegraph, Hull Daily Mail, Nottingham Post and Yorkshire Post; and
- A social media advertising campaign on Facebook, with two separate campaigns undertaken between 1 June and 27 July 2023.

Additional Engagement Activities Undertaken

5.2.21 Information was shared with and briefings offered to political stakeholders including relevant MPs, elected members of the four host authorities and relevant parish councils.

5.2.22 Table 5.4 provides an overview of the briefings that took place.

Table 5.4 – Political stakeholder briefings for the stage one non-statutory consultation

Briefing	Date
East Riding of Yorkshire Council members briefing	27 June 2023
Bassetlaw District Council members briefing	1 June 2023
North Lincolnshire Council members briefing	3 July 2023
Nottinghamshire County Council members briefing	1 June 2023
Parish councils in East Riding of Yorkshire (attended by representatives from Swanland, Skidby, Cottingham)	5 June 2023
Parish councils in North Lincolnshire (attended by representatives from Burton Upon Stather, Keady with Althorpe, Amcotts, Epworth)	7 June 2023
Parish councils in Bassetlaw (attended by representatives from Askham, East Markham, South Leverton, Treswell)	8 June 2023

Engagement with PILs

5.2.23 At the launch of the stage one non-statutory consultation period, National Grid's land agents for the Project contacted parties identified by HM Land Registry records as owning or leasing land within the emerging preferred corridor. These parties were sent a letter, accompanied by the consultation newsletter, via Royal Mail First Class post (see appendix F in the Non-statutory Consultation Feedback Report, Appendix B).

Methods of Providing Feedback

5.2.24 In order to help ensure that the stage one non-statutory consultation was inclusive and open to all, National Grid set up a number of methods by which consultees could provide feedback to the consultation. These methods were:

- Online feedback form through the Project website;
- Hard copy feedback forms;
- Email; and
- Letter by Freepost.

Summary of Responses and Key Themes of Feedback Received During the Stage One Non-statutory Consultation

Response rate

5.2.25 A total of 585 responses were received to the stage one non-statutory consultation. The responses were submitted in the following formats.

- 398 online completed feedback forms;
- 96 hard copy completed feedback forms (via email or Freepost); and
- 91 emails and letters.

5.2.26 There were 31 responses received from statutory organisations and local authorities.

Matters raised

5.2.27 A full summary of matters raised and National Grid's response to them can be found in the Non-statutory Consultation Feedback Report in Appendix B of this document.

5.2.28 Feedback received included:

- Avoiding Sites of Special Scientific Interest to reduce impacts on local wildlife;
- Avoiding felling trees and expressing concerns about disturbing migrating birds;
- The need for investment in community facilities, including parks and active travel facilities;
- The visual impact of the proposed overhead lines;
- Requests for the new overhead line to be built close to existing overhead lines and away from villages and houses;
- The cumulative impact of additional overhead lines;
- Requests to ensure a new overhead line would not spoil rural landscapes and potential candidate Areas of Outstanding Natural Beauty;
- Potential negative impacts regarding a number of different local landmarks and cultural heritage interests;
- Encirclement of villages by overhead lines; and
- Routeing of new overhead lines further to the east, or in close parallel with existing overhead lines.

5.2.29 A proportion of the feedback received regarding the proposals between South Wheatley and High Marnham (consultation Route Sections 10 and 11) suggested that the new overhead line should be routed further to the east, placing it closer to the existing overhead lines, and further from villages that would otherwise be located closer to the proposed overhead line, as a result of the Project. Feedback from residents of a number of villages noted that the new overhead line corridor would result in their encirclement by the new overhead line to the west, and the existing 400 kV overhead lines to the east. Some respondents suggested that the new overhead line should be routed further to the east, or in close parallel with existing overhead lines, to prevent the new overhead line being routed on the opposite side of the villages to the existing overhead lines.

Changes Made Following Feedback Received from Non-statutory Consultation

5.2.30 Following review of feedback from the stage one non-statutory consultation a change was made outside of the emerging preferred corridor in Route Section 2. This change was to facilitate a line swap-over to enable a close parallel alignment to help reduce the scale of landscape impacts in this sensitive section of the Yorkshire Wolds Important Landscape Area and also enabled a route to the south of Ellerker avoiding the need for overhead lines both north and south of the village in accordance with feedback received.

5.2.31 Following the close of the stage one non-statutory consultation in July 2023, National Grid reviewed all of the feedback received and undertook a backcheck and review of work to date, including the CPRSS. This review took into account new information, including the responses to the stage one non-statutory consultation, which informed the decision to undertake an exercise to identify and consider a potential alternative corridor option between South Wheatley and High Marnham. This potential alternative corridor is referred to as the ‘eastern corridor’.

5.3 Localised Non-statutory Consultation

5.3.1 The localised non-statutory consultation was held from 9 July to 6 August 2024 and focused on the potential eastern corridor identified from the feedback provided to the stage one non-statutory consultation. The aim of the localised non-statutory consultation on the eastern corridor was to provide local communities and stakeholders with the opportunity to review the potential alternative corridor and provide feedback on the eastern corridor prior to a decision being made on the overall preferred corridor and route ahead of a planned statutory consultation.

5.3.2 The localised non-statutory consultation presented for comment a ‘graduated swathe’ to highlight where National Grid considered it most reasonably likely that the new infrastructure could be sited within the eastern corridor, taking into account the information available to it at that time. Consultation materials explained the new overhead route within the eastern corridor would be routed from the southern side of the A620 Gainsborough Road and to the east of North Wheatley and South Wheatley, and the new High Marnham Substation.

5.3.3 At the localised non-statutory consultation, the key Project components being consulted upon comprised the following:

- The eastern corridor – consultees were asked for their views on the position and extent of the eastern corridor;
- The eastern corridor graduated swathe – consultees were invited to provide their views on the swathe, and to outline their preference for the eastern corridor and graduated swathe;
- The strategic options – consultees were asked to provide comments on the work done to identify the preferred strategic option; and
- The associated works and other aspects – consultees were asked to provide comments on the additional land that may be required as part of the Project, for matters such as temporary land required for construction activities and land required for environmental mitigation.

5.3.4 In May 2024, National Grid consulted with planning officers of the eastern corridor host authorities, Bassetlaw District Council and Nottinghamshire County Council, on its proposed consultation strategy in relation to the localised non-statutory consultation. The final version of the consultation strategy was published as part of the localised non-statutory consultation and can be found in appendix H of the Non-statutory Consultation Feedback Report in Appendix B.

5.3.5 Table 5.5 provides an overview of the key activities during the localised non-statutory consultation. Full details are provided in the Non-statutory Consultation Feedback Report in Appendix B.

Table 5.5 – Summary of localised non-statutory consultation activities

Date	Activity	Details
12 to 23 July 2024	Three public information events	Events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives. A total of 234 stakeholders and members of the public attended.
19 and 25 July 2024	Two webinars	Webinars enabled the Project team to present the same information as was presented at the in-person information events, to interested stakeholders who may have been unable to attend in-person. There was a total of eight attendees.
9 July to 6 August 2024	Project team callbacks	Stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone.
9 July to 6 August 2024	Four public information points	Paper copies of the newsletter and feedback form were made available to take away and an Addendum to the Project Background Document, Supplementary Corridor and Routeing Report 2024 and maps and plans of

Date	Activity	Details
		the eastern corridor were available to inspect at a number of suitable, publicly accessible locations along the eastern corridor.
9 July and 13 August 2024	One host authority briefing and one parish council briefing.	The presentations explained the proposals, supported stakeholder relationships and promoted the non-statutory consultation.

5.3.6 A total of 142 feedback submissions were received during the localised non-statutory consultation period from community stakeholders and consultees, along with members of the local community. This comprised 59 online response forms, 53 paper response forms and 30 emails and letters.

Who National Grid Consulted

5.3.7 As with the stage one non-statutory consultation, the consultation zone for the localised non-statutory consultation for the eastern corridor consisted of two distinct zones. The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the route corridor. The SCZ extended 5 km from the edge of the route corridor and included stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. A map of the localised non-statutory consultation zone can be found in Figure 10-1 of the Non-statutory Consultation Feedback Report in Appendix B of this report.

5.3.8 Although the localised consultation was non-statutory in nature, National Grid made every effort to approach all relevant organisations and local communities who may be affected by the Project proposals, including those likely to be classified as prescribed consultees in Schedule 1 of the APFP Regulations 2009.

5.3.9 At the launch of the localised non-statutory consultation, National Grid contacted a number of identified, technical and community stakeholders to notify them of the start of the consultation. A list of these stakeholders can be found at appendix I of the Non-statutory Consultation Feedback Report, which is in Appendix B of this document.

Consultation Methods

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

- Producing materials using non-technical language where possible;
- Updating the Project website and interactive map;
- Issuing of a newsletter to the 2,108 properties within the PCZ;
- Making information and materials available at four public information points;
- Continued use of the email address and dedicated telephone information line;
- Holding three in-person public information events within or near the PCZ;

- Holding two webinar sessions; and
- Media and social media promotional activity.

Consultation Materials

5.3.11 A range of consultation materials were created, which aimed to provide consultees with all the information required to provide an informed response to the consultation. The full suite of consultation materials comprised:

- Addendum to the Project Background Document 2024[25];
- Supplementary Corridor and Routeing Report 2024[26];
- Localised consultation newsletter[27];
- Localised non-statutory consultation feedback form (appendix L in the Non-statutory Consultation Feedback Report, Appendix B);
- Localised non-statutory consultation strategy 2024 (appendix H in the Non-statutory Consultation Feedback Report, Appendix B); and
- An interactive map[28].

5.3.12 All of these consultation materials were made available to view and download at all times during the consultation period, on the Project's consultation website. In addition, paper copies of the newsletter and feedback form were made available to take away at all the public information points along the eastern corridor, at consultation events or upon request via email, Freepost or by phone.

Consultation Activities

5.3.13 To support the localised non-statutory consultation, three in-person events and two online events were held. The details of these events can be found in Table 5.6. More information on the format of these events can be found in the Non-statutory Consultation Feedback Report, which is in Appendix B of this document.

Table 5.6 – Localised non-statutory consultation events

Date and time	Venue/session	Attendees
Friday 12 July 2024, 2pm – 7pm	Dunham On Trent Village Hall, Low Street, Dunham, Newark NG22 0FJ	73
Saturday 13 July 2024, 10am – 3pm	Sturton Hall & Conference Centre, Brickings Way, Sturton Le Steeple, DN22 9HY	77

[25] National Grid, (2024), North Humber to High Marnham, Addendum to the Project Background Document. Available at: https://www.nationalgrid.com/document/355956/download

[26] National Grid, (2024), North Humber to High Marnham, Supplementary Corridor and Routeing Report. Available at https://www.nationalgrid.com/document/355976/download

[27] National Grid, (2024), North Humber to High Marnham, Localised consultation newsletter. Available at https://www.nationalgrid.com/document/355981/download

[28] National Grid, (2024), North Humber to High Marnham, interactive map. Available at https://experience.arcgis.com/experience/b89ab21328f4438a92f41f7e098dd6fc/

Date and time	Venue/session	Attendees
Tuesday 23 July 2024, 2pm – 7pm	Rampton Village Hall, Manor Grounds, Rampton, Retford, Nottinghamshire, DN22 0JU	84
Friday 19 July 2024, 10am	Online: North Humber to High Marnham localised consultation - Our proposals between South Wheatley and High Marnham	7
Thursday 25 July 2024, 7pm	Online: North Humber to High Marnham localised consultation - Our proposals between South Wheatley and High Marnham	1

Public information points

5.3.14 Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Addendum to the Project Background Document, Supplementary Corridor and Routeing Report 2024 and maps and plans of the eastern corridor were available to inspect at a number of suitable, publicly accessible locations along the eastern corridor. The locations of the public information points are provided in Table 5.7.

Table 5.7 – Public information points used for the localised non-statutory consultation

Public information point	Opening times
West Lindsey District Council	
Gainsborough Library, Gainsborough Cobden St, Gainsborough, DN21 2NG	9am to 5pm (Monday to Friday) and 9am to 1pm (Saturday)
Bassetlaw District Council	
Misterton Library, High Street, Misterton, Doncaster, South Yorkshire, DN10 4BU	2pm to 5pm (Tuesday and Thursday) and 9:30am to 12:30pm (Saturday)
Retford Library, Churchgate, Retford, DN22 6PE	9am to 6pm (Monday to Friday) and 9:30am to 3:30pm (Saturday)
Bassetlaw District Council (Retford office), 17B The Square, Retford, Notts, DN22 6DB	9am to 5pm (Monday to Friday)

Project team call-back

5.3.15 At the start of the localised non-statutory consultation, National Grid published contact information, including a freephone information line and an email address. Using this service, stakeholders were able to request a telephone call from a member of the Project team if they would prefer to ask questions over the phone. This information was published in the 2024 consultation strategy and details of the contact centre were published on the website, in the Addendum to the Project Background Document, newsletter, adverts, banners and on the feedback form.

5.3.16 This provided an alternative option for those who may have restricted access to other engagement channels or are less comfortable with online technology.

Promotional Activity

5.3.17 The localised non-statutory consultation was promoted through the following methods:

- Technical and community stakeholders were sent a letter via email or via Royal Mail First Class post to notify them of the localised non-statutory consultation.
- Consultation newsletter was distributed to all properties in the PCZ (2,108 properties) and to all stakeholders who received a consultation launch email.
- Two rounds of newspaper advertisements and digital adverts were undertaken between 4 and 11 July 2024 in the Retford Times and Nottingham Post.
- A social media advertising campaign was also undertaken on Facebook, with two separate campaigns undertaken between 4 July and 21 July 2024.

Additional Engagement Activities Undertaken

5.3.18 Briefings were offered to political stakeholders including MPs, elected members of the two host authorities and parish councils potentially affected by the eastern corridor.

5.3.19 Table 5.8 provides an overview of the briefings that took place.

Table 5.8 – Political stakeholder briefings for the localised non-statutory consultation

Briefing	Date
Nottinghamshire County Council and Bassetlaw District Council members briefing	9 July 2024
Joint parish council briefing with Dunham on Trent, Darlton, Ragnall and Fledborough Parish Council and Laneham Parish Council	13 August 2024

Methods of Providing Feedback

5.3.20 In order to help ensure that the localised non-statutory consultation was inclusive and open to all, National Grid set up a number of methods by which consultees could provide feedback to the consultation. These methods were the same as those for the stage one non-statutory consultation, being:

- Online feedback form through the Project website;
- Hard copy feedback forms;
- Email; and
- Letter by post.

Engagement with PILs

5.3.21 At the launch of the localised non-statutory consultation period, National Grid's land agents for the Project contacted parties identified by HM Land Registry records as owning or leasing land within the eastern corridor. These parties were sent a letter

accompanied by the consultation newsletter via Royal Mail First Class post (see appendix M in the Non-statutory Consultation Feedback Report, see Appendix B).

Summary of Responses and Key Themes of Feedback Received During the Localised Non-statutory Consultation

Response rate

5.3.22 A total of 142 responses were received to the localised consultation. The responses were submitted in the following formats:

- 59 online completed feedback forms;
- 53 hard copy completed feedback forms (via email or Freepost); and
- 30 emails and letters.

Matters raised

5.3.23 A full summary of matters raised and National Grid's response to them can be found in the Non-statutory Consultation Feedback Report in Appendix B of this document.

5.3.24 Feedback received included:

- Suggestion that the new overhead line should be routed closer to existing overhead lines in the Trent Valley than that presented;
- Conversely, concerns were raised on the cumulative impacts with the existing infrastructure and planned developments in the area;
- Requests for the new overhead line to avoid villages and populated areas to minimise impact on residential communities;
- Concerns on the visual impacts along the route and the impacts on good quality agricultural land and disruption to farm productivity; and
- The corridor's location within Flood Zones 2 and 3 gave rise to concerns regarding the safety of construction and maintenance of the new overhead line.

Summary of Changes Following Feedback from the Localised Non-statutory Consultation

5.3.25 Further technical and environmental assessment work, together with consideration of the feedback received during both the stage one non-statutory consultation and the localised non-statutory consultation, informed a Project decision on the overall preferred corridor between South Wheatley and High Marnham.

5.3.26 It was concluded that there was no overall corridor preference from an environmental and socio-economic perspective, however it was considered that the corridor consulted on at stage one non-statutory consultation in 2023 (the western corridor) was feasible and policy compliant.

5.3.27 It was considered that some potential environmental impacts were likely to be reduced by routeing in the western corridor compared to the eastern corridor including a number of cultural heritage assets, socio-economic impacts on a number of affected communities, and solar farms. Temporary construction phase benefits

could be achieved within the western corridor by avoiding routeing through flood zones and routeing closer to main access routes to the west.

5.3.28 Overall, the emerging preferred corridor as presented at stage one non-statutory consultation (the western corridor) was considered to offer the most appropriate balance between environmental, socio-economic, technical, and cost considerations. However, based on feedback provided, the preferred alignment deviates outside the original emerging preferred corridor as presented in 2023 at Sturton le Steeple before routeing back within the emerging preferred corridor. This was therefore progressed to statutory consultation.

6. Preparation for Statutory Consultation

6.1 Introduction

6.1.1 This chapter describes the process undertaken to develop the SoCC, including consultation on the draft SoCC, and how the SoCC was publicised. Table 7.3 demonstrates how National Grid carried out the statutory consultation in accordance with the SoCC.

6.2 Summary of the Development of the SoCC

6.2.1 Section 47 of the PA 2008 requires developers to publish a SoCC that sets out how the applicant proposes to consult people living in the vicinity of the proposed development.

6.2.2 National Grid developed the SoCC alongside productive dialogue with the host authorities, which included both informal and formal consultation on the draft document.

6.2.3 Appendix D contains information on how the approach to statutory consultation evolved from the draft SoCC, through formal consultation with local authorities, to the final published SoCC. Comments from all authorities were received and a Regard Had document created.

6.2.4 The final published SoCC is provided in Appendix D and the Section 47 notice, publicising the availability of the SoCC, is in Appendix G.

6.3 Consulting Local Authorities on the SoCC

6.3.1 In accordance with Section 47(2) of the PA 2008, in developing the SoCC, National Grid consulted with and had regard to comments from the following host authorities identified under Section 43(1) of the PA 2008.

- East Riding of Yorkshire Council;
- North Lincolnshire Council;
- Bassetlaw District Council;
- Newark and Sherwood District Council; and
- Nottinghamshire County Council.

6.3.2 The host authorities were given presentations on the draft SoCC, to give officers sight of the principles of the consultation strategy. These presentations were held with:

- North Lincolnshire Council on 2 October 2024;
- Bassetlaw District Council and Nottinghamshire County Council on 7 October 2024;

- East Riding of Yorkshire Council on 31 October 2024; and
- Newark and Sherwood District Council on 18 December 2024.

6.3.3 The draft SoCC was issued on 13 November 2024, and formal consultation took place between 14 November 2024 and 11 December 2024 with:

- East Riding of Yorkshire Council;
- North Lincolnshire Council;
- Bassetlaw District Council; and
- Nottinghamshire County Council.

6.3.4 Due to ongoing design works and changes in the Order Limits, Newark and Sherwood District Council was identified after the initial SoCC consultation as a host authority. On 5 December 2024, the SoCC was issued to Newark and Sherwood District Council via email, and they were given until 3 January 2025 to return their comments, a period of 28 days, in line with Section 47(3) of the PA 2008.

6.3.5 All five of the host authorities responded with comments. These comments were taken into account, and several amendments were made to the draft SoCC. These amendments were recorded in a document titled 'Regard had to comments on proposed SoCC' (provided at Appendix D of this report), and Table 6.1 summarises the comments received from East Riding of Yorkshire Council, Bassetlaw District Council and Newark and Sherwood District Council. Comments received from North Lincolnshire Council, Nottinghamshire County Council confirmed that no further comments were required.

Table 6.1 – Summary of feedback from host authorities on the draft SoCC and regard had to comments

Host authority	SoCC reference	Comments	National Grid's response
East Riding of Yorkshire Council	Table 5.3 (paragraph 5.5.2)	It was noted that, with regard to press release and notices to be displayed in local newspapers, The Goole Times should be included.	Wording in Table 5.3 of the SoCC amended to include The Goole Times in the list of publications that the press release would be issued to. The notice was not published in the Goole Times as it was published in the Hull Daily Mail and Yorkshire Post, which cover the same area.
East Riding of Yorkshire Council	Paragraph 5.3.6, Section 5.9	It was advised that National Grid liaise with the town and parish councils and also ward councillors and other statutory consultees with regard to 'seldom heard groups', as they were considered to best know the areas and residents they represented.	Section 5.3.6 of the SoCC explains that National Grid would work with authorities to identify and consult seldom heard groups within the consultation zone. As further detailed in Section 5.9, National Grid's approach to consultation was to reach out

Host authority	SoCC reference	Comments	National Grid's response
			to groups that are underrepresented and the organisations that represent them for the purposes of the Project, as identified in discussions with local authorities and other stakeholders. Further detail on National Grid's approach to consulting underrepresented groups is also provided in Table 5.4 of the SoCC, which outlines the methods National Grid proposes to use to engage with seldom heard groups. A list of local interest groups, and organisations representing underrepresented groups, can be found in appendix B of the SoCC. National Grid wrote to all town and parish councils in the Primary Consultation Zone (PCZ), along with ward councillors on Wednesday 8 January 2025 asking if there were any seldom heard groups they should be made aware of and engage as part of the statutory consultation. No groups were suggested in addition to those already identified in Appendix D of the SoCC.
Bassetlaw District Council	N/A – General comment	The document covered the issues that Bassetlaw District Council expected to find but a few things were noted as lacking detail. More specifically, the council felt that the Project's Localised Consultation Strategy (LCS) provided more thorough information than the draft SoCC. While it was acknowledged that some specifics may still be emerging and that more detail would inevitably feature in the	More detailed information on the consultation and the ways that those interested could engage with it (such as through in-person public information events, webinars and providing feedback) was provided in the materials that have been produced as part of the statutory consultation. Consultation materials are listed in Table 5.1 of the

Host authority	SoCC reference	Comments	National Grid's response
		subsequent Consultation Report, the council noted that it would have been helpful for clearer information to be included up-front. This would have enabled consultees to understand the Project, National Grid's ambitions for it and what opportunities for public engagement were available.	SoCC. Methods of how to view consultation materials are listed in Table 5.2 of the SoCC. Examples of consultation documents that set out a background to the Project, the opportunities for public engagement and next steps include the Consultation newsletter, which was sent to all addresses in the PCZ. Additionally, the Project background document provides similar information in summary form before giving a more detailed overview of the proposals. Much of this information was unconfirmed at the time the draft SoCC was produced and shared with the host authorities for consultation, meaning that it was omitted from the draft SoCC. However, the information has been included within the version of the SoCC published as part of the statutory consultation.
Bassetlaw District Council	N/A – General comment	There were inconsistencies in phrasing and abbreviations. For example, the Project LCS provided full definitions of the PCZ and SCZ, but they were only abbreviated throughout the SoCC. It would have been useful to include full definitions of the PCZ and SCZ within the SoCC. In addition, paragraph 3.3.4 states: 'Hard-to-Reach' whereas it should be 'Seldom Heard' throughout.	Wording reviewed throughout SoCC to ensure use of phrasing and abbreviations is consistent.
Bassetlaw District Council	Section 5.4	Mobile libraries (Inspire) cover the majority of Bassetlaw villages (including Bassetlaw) without close access to libraries. These include the rural areas within the consultation zones. The Project	Table 5.2 of the SoCC was amended to include Nottinghamshire Mobile Libraries and All Saints Parish Church, Misterton, in

Host authority	SoCC reference	Comments	National Grid's response
		LCS was available at Retford Leisure Centre and Misterton Parish Church, which have been omitted from the draft SoCC. It would have been useful to revisit these locations due to longer and more consistent opening times.	the list of local information points. Whilst National Grid sought to also agree Retford Leisure Centre as a local information point, no response to requests for the venue to serve as a public information point were received. As such, National Grid was unable to add this as a further local information point. However, Retford is still served by two local information points – Retford Library and Bassetlaw District Council's Retford office.
Bassetlaw District Council	Section 5.4	The list of outlets receiving a press release omitted any specific to Bassetlaw. This was a significant oversight given that the communities of Bassetlaw are directly impacted by the proposal. The council recommended that the Worksop Guardian, Retford Times, and Nottinghamshire Live be included in the SoCC.	Table 5.3 of the SoCC amended to include Worksop Guardian, Retford Times and Nottinghamshire Live in the list of outlets that would receive the press release.
Bassetlaw District Council	Section 5.4	Overall, there was a need to strengthen underrepresented group engagement tools.	In addition to the commitments already identified in Table 5.4 of the draft SoCC, National Grid invited feedback from local authorities on how this could be achieved. National Grid wrote to all parish councils and ward councillors in the PCZ on 8 January 2025 asking if there were any seldom heard groups it should be made aware of and engage as part of the statutory consultation. Any responses received were used to inform National Grid's list of seldom heard

Host authority	SoCC reference	Comments	National Grid's response
			stakeholders, also included in appendix B of the SoCC.
Newark and Sherwood District Council	Section 5.4	This is to ensure the Public Sector Equality Act (2010) can be discharged and those communities and individuals with protected characteristics are not detrimentally impacted and are reached out to in the consultation process. This is especially the case where Travellers are concerned and to consult with this community may be best carried out face to face as opposed to the use of flyers or social media. The Council's Regeneration and Housing team will be able to help with contact to those communities within the District and it is advised to contact them if any further information on approaches is required.	At the time of the SoCC consultation, National Grid was in separate dialogue with Newark and Sherwood District Council, as part of which it reached out to the relevant councillors at the Council (plus the other host local authorities) to see if they had any comments or suggestions as to groups it should engage with. No traveller sites were identified within the secondary consultation zone in the Newark and Sherwood District Council boundary.

6.4 Publication of the SoCC

6.4.1 In accordance with Section 47(6)(za) of the PA 2008, the SoCC was made available for inspection by the public in a way that was reasonably convenient for people living in the vicinity of the Project proposals. The SoCC was available for inspection:

- On the Project website from the start of consultation on 18 February 2025;
- As reference copies at the deposit locations along the route and at public events as detailed in Chapter 7 of this report; and
- As a printed document or alternative format copy upon request.

6.4.2 Section 47(6)(a) of the PA 2008 states that the Section 47 notice needs to be published in a newspaper circulating in the vicinity of the Project. Table 6.2 summarises the newspapers in which the Section 47 notice was published and the dates on which it was published.

6.4.3 Appendix G provides a copy of the newspaper notices published, which explained the Project proposals, dates for consultation, how feedback could be provided and details of locations where materials could be found, including on the Project website and at reference locations.

6.4.4 The Project has therefore complied with all of the requirements of Section 47(6) of the PA 2008.

Table 6.2 – Newspapers circulating in the vicinity of the proposed development where the SoCC Section 47 notice was published

Newspaper	Date
Hull Daily Mail	18 February 2025
Yorkshire Post	18 February 2025
Lincolnshire Echo	20 February 2025
Nottingham Post	18 February 2025

7. Statutory Consultation

7.1 Introduction

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

7.1.2 The rest of Chapter 7 is structured as follows.

- **Section 7.2: Approach to Statutory Consultation:** outlines the approach taken for statutory consultation, including a summary of activities conducted.
- **Section 7.3: Consulting with Prescribed Consultees Under Section 42(1)(a) and 42(1)(aa):** contains a summary of how Section 42(1)(a) and 42(1)(aa) prescribed consultees were consulted.
- **Section 7.4: Consulting with Prescribed Consultees Under Sections 42(1)(b) and 43:** contains a summary of the Section 42(1)(b) prescribed consultees identified and how they were consulted.
- **Section 7.5: Consulting with Persons with an Interest in Land Under Sections 42(1)(d) and 44:** contains a summary of how PILs were consulted.
- **Section 7.6: Notifying the Secretary of State Under Section 46:** contains a summary of the process for notifying the Secretary of State for Energy Security and Net Zero and supporting information and correspondence.
- **Section 7.7: Consulting with Local Community Under Section 47:** sets out how National Grid has complied with its duty to consult.
- **Section 7.8: Confirmation of Adherence to Commitments Within the SoCC:** sets out how National Grid carried out the commitments made in the SoCC.
- **Section 7.9: Publicising Pursuant to Section 48:** sets out how National Grid has complied with Section 48 requirements.
- **Section 7.10: Details of Information Available and Enquiry Channels:** contains a summary of where Project documentation was made available and contact information.
- **Section 7.11: Engagement with Underrepresented and Local Interest Groups:** contains a summary of the engagement held with underrepresented and local interest groups.
- **Section 7.12: Adequacy of Consultation Milestone:** contains a summary of how National Grid has complied with the requirements to provide the Planning Inspectorate with a written submission to allow for early consideration of the adequacy of consultation carried out at the pre-application stage.

7.2 Approach to Statutory Consultation

7.2.1 National Grid held a statutory consultation between 18 February and 15 April 2025.

7.2.2 The statutory consultation sought views and feedback on all elements of the Project proposals including:

- Approximately 90 km of new overhead line between the new Birkhill Wood and High Marnham 400 kV Substations;
- Replacement and realignment of a section of the existing 400 kV 4ZQ overhead line between Brantingham and east of Broomfleet;
- Replacement and realignment of a section of the existing 400 kV ZDA overhead line between Ealand and west of Keadby;
- A new 400 kV Birkhill Wood gas insulated switchgear substation with a new permanent access;
- Replacement and realignment of a section of existing 400 kV 4ZR overhead line to allow for connection into the new Birkhill Wood Substation;
- A new 400 kV High Marnham air insulated switchgear substation, with a new permanent access;
- Replacement and realignment of sections of the existing 4ZV and XE 275 kV overhead lines and existing 400 kV ZDA and ZDF overhead lines, to connect into the new High Marnham Substation; and
- Other required works such as temporary diversion for works on existing overhead lines, temporary access roads, highway works, temporary works compounds, work sites and ancillary works. The Project would also include utility diversions and drainage works. Land would also be required for environmental mitigation, compensation and enhancement, including for Biodiversity Net Gain.

7.2.3 The Project is classified as an EIA development and therefore preliminary environmental information was also consulted on as part of this statutory consultation, in the form of a PEIR. The PEIR was made available on the Project website during statutory consultation, together with an NTS.

7.2.4 For the purposes of statutory consultation – and as presented during non-statutory consultation – the Project was set out into 11 Route Sections to assist consultees in providing feedback.

- Route Section 1: Creyke Beck–Skidby;
- Route Section 2: Skidby–A63 dual carriageway;
- Route Section 3: A63 dual carriageway–River Ouse crossing;
- Route Section 4: River Ouse crossing;
- Route Section 5: River Ouse crossing–Luddington;
- Route Section 6: Luddington–M180 motorway;
- Route Section 7: M180 motorway–Graizelound;
- Route Section 8: Graizelound–Chesterfield Canal;

- Route Section 9: Chesterfield Canal–A620 east of North Wheatley;
- Route Section 10: A620 east of North Wheatley–Fledborough; and
- Route Section 11: Fledborough–High Marnham.

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

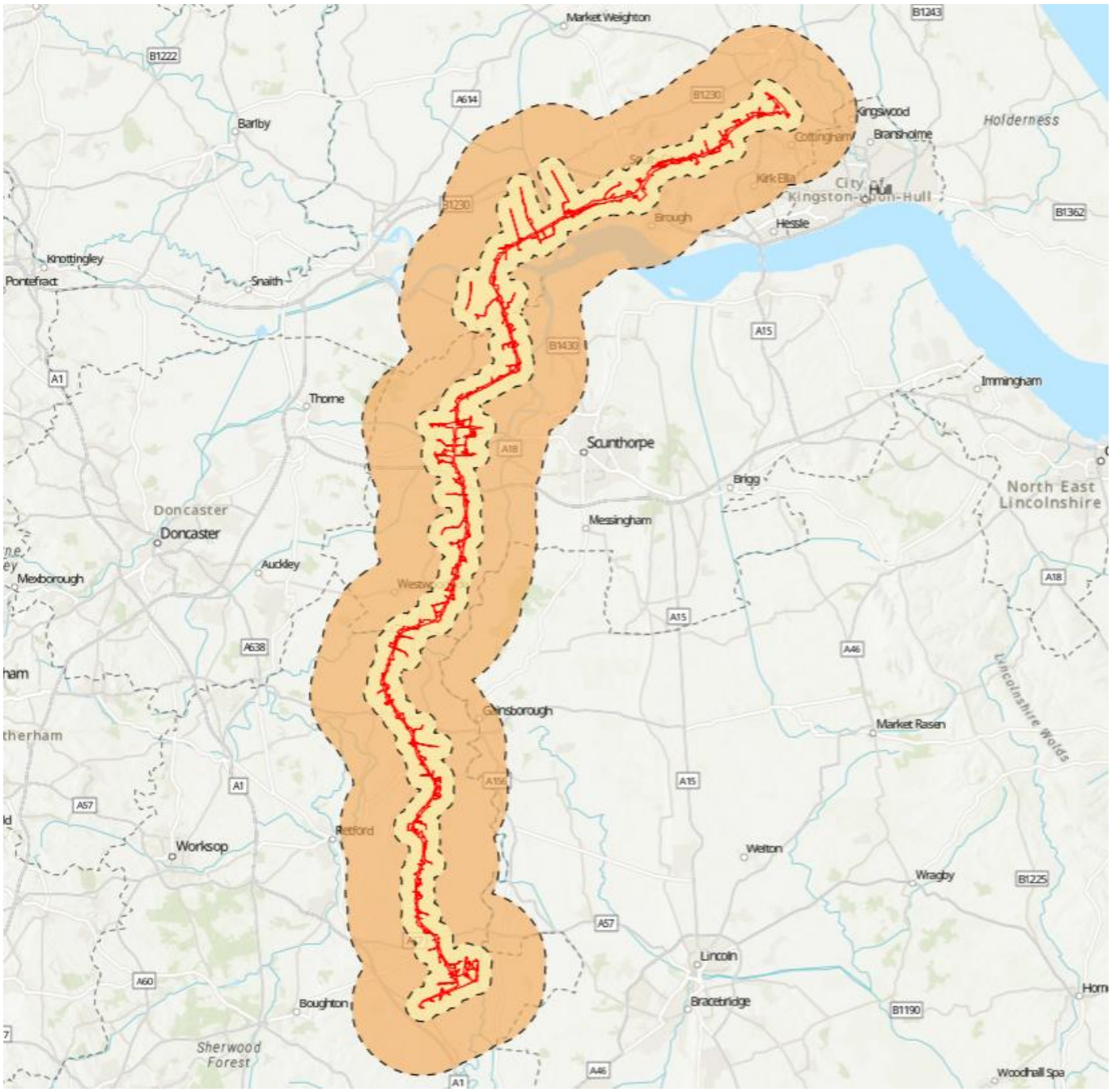
7.2.6 Under Section 47 of the PA 2008, National Grid has a duty to consult the local community. The SoCC detailed the approach to consultation.

7.2.7 The PCZ included all addresses with property postcodes within 1 km of the Project's red line boundary (which represented the anticipated extent of land in which the Project may take place).

7.2.8 The zone had changed since the non-statutory consultation as a result of feedback and environmental studies, as well as the inclusion of information such as construction accesses, laydown areas and the proposed traffic route to be used during construction. The PCZ included approximately 11,680 addresses and, where appropriate, was extended to include whole streets and postcodes rather than the 1 km extents that dissected hamlets or neighbourhoods.

7.2.9 An additional wider SCZ was also developed, comprising a 5 km buffer around the red line boundary, in which wider publicity of the Project took place.

Image 7.1 – Statutory consultation zones map



7.2.10 Communities within the PCZ and SCZ were notified about the consultation via the methods outlined in section 5.5 of the SoCC. The following groups and individuals were consulted with.

- Parish councils representing parishes within the PCZ;
- Local residents and businesses falling within the PCZ;
- Resident, community, tourism and business organisations and groups, such as residents' associations, community groups and groups with specialisms, such as in local heritage or wildlife, that were drawn to National Grid's attention by local authorities and engagement work to date;

- ‘Seldom heard groups’ within either consultation zone that were drawn to National Grid’s attention by local authorities and other stakeholders, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials;
- Local elected representatives who represent wards and constituencies within the PCZ; and
- MPs representing constituencies within either consultation zone.

7.3 Consulting with Prescribed Consultees Under Section 42(1)(a) and 42(1)(aa)

7.3.1 Section 42(1)(a) of the PA 2008 requires applicants to consult with all applicable ‘prescribed’ bodies. Persons prescribed under Section 42(1)(a) are listed in column 1 of Schedule 1 of the APFP Regulations 2009.

7.3.2 A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the APFP Regulations, can be found at Appendix E.

7.3.3 On 18 February 2025, a consultation notification letter was sent (see Appendix E), along with a copy of the Section 48 notice, Project community newsletter, feedback questionnaire and a Freepost envelope. The Section 48 notice can be found in Appendix G and the other consultation materials can be found in Appendix H.

7.3.4 Consultation responses from Section 42(1)(a) consultees have been analysed and responses are provided in Appendix K. A summary of themes is also presented in Chapter 8 of this report.

7.3.5 Section 42(1)(aa) requires consultation with the MMO where projects would affect, or would be likely to affect, any areas specified in Section 42(2), which includes waters in or adjacent to England up to the seaward limits of the territorial sea. National Grid consulted with the MMO on the Project as it affects such areas.[29]

7.4 Consulting with Prescribed Consultees Under Sections 42(1)(b) and 43

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

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

[29] National Grid note that the requirement to consult with the MMO in accordance with Section 42(1)(aa) was omitted in error from the SoCC.

7.4.2 Section 42(1)(b) local authorities are listed in Table 7.1 and Newark and Sherwood District Council was a host authority during the statutory consultation only, see Section 1.3.13 for further information.

7.4.3 shows the Section 42(1)(b) local authorities on a map.

7.4.4 On 18 February 2025, a consultation notification letter was sent to Section 42(1)(b) consultees (see Appendix E), along with a copy of the Section 48 notice, Project community newsletter, feedback questionnaire and a Freepost envelope. The Section 48 notice can be found in Appendix G and the other consultation materials can be found in Appendix H.

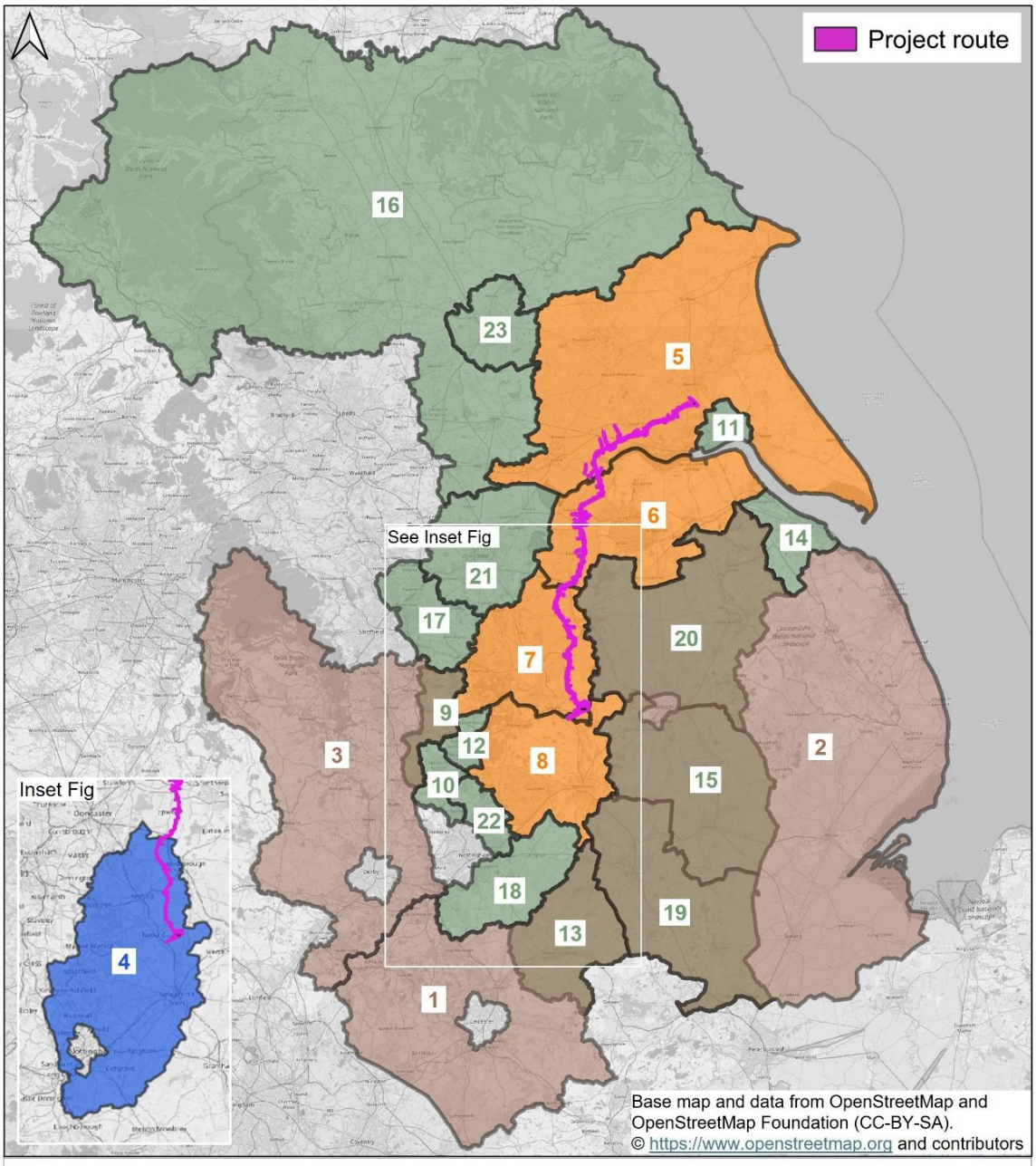
7.4.5 Consultation responses from Section 42(1)(b) consultees have been analysed and themes are presented in Chapter 8.

Table 7.1 – Section 42(1)(b) local authorities

Type	Local authority
"A" Section 43 consultees (a local authority that shares a boundary with a "B" (host) authority))	Ashfield District Council Bolsover District Council City of Doncaster Council City of York Council Gedling Borough Council Hull City Council Mansfield District Council Melton Borough Council North East Lincolnshire Council North Kesteven District Council North Yorkshire Council Rotherham Metropolitan Borough Council Rushcliffe Borough Council South Kesteven District Council West Lindsey District Council
"B" Section 43 consultees (a lower-tier district council or a unitary council who is a host authority for the development and any associated development)	Bassetlaw District Council East Riding of Yorkshire Council Newark and Sherwood District Council North Lincolnshire Council
"C" Section 43 consultees (an upper-tier county council who is a host authority)	Nottinghamshire County Council
"D" Section 43 consultees (an authority which is not a lower-tier district council, e.g. a national park authority or a London borough, and which shares a boundary with a "C" authority)	Lincolnshire County Council Leicestershire County Council Derbyshire County Council

7.4.6 Newark and Sherwood District Council was a host authority during the statutory consultation only, see Section 1.3.13 for further information.

Image 7.2 – Map of s42(1)(b) local authorities



Key

"D" Section 43 Consultees
1. Leicestershire County Council
2. Lincolnshire County Council
3. Derbyshire County Council

"C" Section 43 Consultees
4. Nottinghamshire County Council

"B" Section 43 Consultees
5. East Riding of Yorkshire Council
6. North Lincolnshire Council
7. Bassetlaw District Council
8. New and Sherwood District Council

"A" Section 43 Consultees
9. Bolsover District Council
10. Ashfield District Council
11. Hull City Council
12. Mansfield District Council
13. Melton Borough District
14. North East Lincolnshire
15. North Kesteven District Council
16. North Yorkshire Council
17. Rotherham Metropolitan District Council
18. Rushcliffe Borough Council
19. South Kesteven District
20. West Lindsey District Council
21. City of Doncaster District
22. Gedling District
23. City of York Council

7.5 Consulting with Persons with an Interest in Land Under Sections 42(1)(d) and 44

7.5.1 PILs under Sections 42(1)(d) and 44 of the PA 2008 were also consulted.

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

7.5.3 Under Section 44, PILs are split into three categories:

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

7.5.4 National Grid also identified 83 PILs through initial investigations that had the potential to be defined as Statutory Undertakers[30]. Following on going due diligence, carried out in line with the Land Rights Methodology Appendix I, this number has been confirmed to be 41, as of 1 April 2026.

7.5.5 National Grid carried out diligent enquiry to identify and consult with those with an interest in the affected land.

7.5.6 Desktop referencing was undertaken through extraction of HM Land Registry data, requests for land interest information from landowners and other desktop activities to identify open spaces and rights of way.

7.5.7 Land interest questionnaires (LIQs) were first posted using Royal Mail on 8 November 2024 to all parties to confirm their interest and request further information. This included a request for information about a recipient's own interests, associated third party interests and the spatial extent of the property. Included with the questionnaires were individual plans showing the extent of land ownership boundaries.

7.5.8 At the start of land referencing activities (November 2024), site referencing was undertaken through site visits to understand the occupation details for properties (ownership, leases, tenants or occupiers) in addition to confirming details which had been gathered through desktop methods.

7.5.9 Where land ownership information could not be ascertained through desktop or site referencing methods, the land referencing team erected notices on-site requesting

[30] Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)]

information. The notice showed the land ownership boundary in question and provided details of how to contact the land referencing team with any relevant information. These notices were monitored and replaced where necessary on a weekly basis. This ran for six weeks as per the approach set out in the Land Referencing Methodology (see Appendix I).

7.5.10 To identify Category 3 parties associated with Part 1 claims ahead of the Section 42 consultation, technical specialists involved in preparing the EIA advised on the anticipated impacts of relevant environmental factors to inform where properties might experience an adverse effect as a result of the construction and operation of the Project to check that those with a potential claim were included. At the point of statutory consultation, environmental assessments were still ongoing. Therefore, a precautionary approach was used to ensure inclusion of properties that could potentially experience impacts.

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

7.5.12 A summary of the number of PILs consulted overall and how many fell into each category is shown in Table 7.2.

Table 7.2 – Number of PILs consulted

Date	Category 1	Category 2	Category 3	Statutory Undertaker	Total
18 February 2025	1,099	182	23	83	1,387
11 March 2025	17	2	0	0	19
14 March 2025	25	0	2	0	27
11 June 2025	14	4	0	0	18
14 January 2026	74	97	0	0	171
15 May 2026	22	13	0	0	35
15 June 2026	2	26	53	0	81
16 July 2026	1	0	0	0	1
12 August 2026	7	0	0	0	7
Total	1,261	324	78	83	1,746

7.5.13 A total of 1,387 PILs were notified of the consultation deadline in letters posted on 18 February 2025. Any newly identified PILs were notified, and any resends were issued, between 28 February and 14 March 2025, when at least 28 days remained of the consultation window.

- 58 letters were issued on 28 February 2025 for any notices not confirmed as delivered by Royal Mail.
- Five letters were hand delivered on 5 March 2025 as notices not confirmed as delivered by Royal Mail.
- Four letters were hand delivered on 7 March 2025 as notices not confirmed as delivered by Royal Mail.
- Five letters were hand delivered on 11 March 2025 as notices not confirmed as delivered by Royal Mail.
- 22 letters were issued on 11 March 2025, 19 of which were newly identified PILs and three were re-issues to an alternative address.
- 48 letters were issued on 14 March 2025, 27 of which were newly identified PILs and 21 were reissues to an alternative address due to being returned to sender.

7.5.14 Following the conclusion of the statutory consultation, a further 18 newly identified PILs were notified on 11 June 2025 and given an additional 28 days to respond, and 37 existing PILs were notified about updates to the Project between 11 June and 18 June 2025.

7.5.15 Following changes in the Project design, a further 171 newly identified PILs were notified on 14 January 2026 and 35 newly identified PILs on 15 May 2026. On 15 June 2026, 81 newly identified PILs were identified and notified due to potential proposed road closures, with a further one PIL notified on 16 July 2026. All were provided with a minimum of 28 days to respond.

7.5.16 A further seven newly identified PILs were notified on 12 August 2026 following changes in the Project design and given a minimum of 28 days to respond.

7.5.17 Consultation responses from Section 42(1)(d) PILs have been analysed and themes are presented in Chapters 8 and 9 of this report.

7.6 Notifying the Secretary of State Under Section 46

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

7.6.2 On 14 February 2025, National Grid notified the Planning Inspectorate under Section 46 of the PA 2008 of the upcoming statutory consultation by email and attachment of a letter, enclosing with the email (Appendix C) the following information:

- Covering letters to be sent to Section 42 consultees;
- A copy of the notice published in accordance with Section 48 of the PA 2008;
- A community newsletter to be sent to Section 42(1)(d) and Section 47 consultees;

- A copy of the Consultation Feedback Questionnaire to be sent to prescribed consultees; and
- The SoCC.

7.6.3 A link was also provided within the letter to the following documents which were provided on the Project website from the start of the statutory consultation:

- Project Background Document;
- PEIR and associated figures;
- PEIR NTS;
- Statutory consultation plans;
- Design Development Report (2025);
- North Humber to High Marnham and Grimsby to Walpole – Strategic Options Report Update (2025);
- Non-statutory Consultation Feedback Report (2025); and
- Section 47 and Section 48 notices.

7.6.4 Formal acknowledgement of the receipt of the Section 46 letter was issued by email to National Grid on 14 February 2025 (see Appendix C).

7.7 Consulting with Local Community Under Section 47

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

7.7.2 This was done in line with the SoCC, which was published on 18 February 2025 in two newspapers circulating in the vicinity of the land, and published on 20 February 2025 in two newspapers circulating in the vicinity of the land. See Section 6.4 of this report for more details. The SoCC could be accessed on the Project website at the start of statutory consultation on 18 February 2025. See Appendix D for a copy of the SoCC and supporting information.

7.7.3 Two consultation zones were developed to assist engagement with the local community: the PCZ, which extends 1 km from the draft Order Limits, and the SCZ, which extends to at least 5 km from the draft Order Limits (including the PCZ). Maps of both the PCZ and SCZ are available in the SoCC (Appendix D) and in Image 7.1.

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

- Parish councils representing parishes within both consultation zones and in the immediate vicinity;
- MPs representing constituencies within and bordering both consultation zones;
- Elected representatives for areas where the Project is situated, including through dedicated briefings for lead members during the statutory consultation period if requested;

- ‘Seldom heard groups’ within both consultation zones who had been drawn to National Grid’s attention, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials;
- Local interest groups, such as residents’ associations, community groups and groups with particular specialisms, such as local heritage or wildlife; and
- Prescribed bodies and local authorities under Sections 42(1)(a), (b) of the PA 2008; and PILs under Sections 42(1)(d) and 44 of the Act.[31]

7.7.5 The SoCC is provided in Appendix D, and Appendix H contains the full list of local interest groups and ‘seldom heard groups’ consulted with and the letter they were provided with. See Appendix G for copies of the Section 47 notice as advertised in the newspapers.

7.8 Confirmation of Adherence to Commitments Within the SoCC

7.8.1 A SoCC was developed ahead of the statutory consultation outlining how the consultation would be undertaken. A draft SoCC was shared with the host authorities for comment (see section 6.3) and then published and made publicly available (see section 6.4). Table 7.3 outlines how the statutory consultation was undertaken in accordance with the commitments outlined in the SoCC.

Table 7.3 – How National Grid has complied with the SoCC

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
1.1.5	National Grid has consulted with and had regard to comments from the following local authorities: • East Riding of Yorkshire Council • North Lincolnshire Council • Bassetlaw District Council • Newark and Sherwood District Council • Nottinghamshire County Council.	**Commitment met** - Draft SoCC was issued to East Riding of Yorkshire, North Lincolnshire, Bassetlaw District and Nottinghamshire County Councils on 13 November 2024, and to Newark and Sherwood District Council on 5 December 2024. Comments from all authorities were received and a ‘Regard Had’ document created (see Appendix D). Please also see Table 6.1 of this report.
1.2.3	Before submitting an application, we are required by the Act to carry out consultation with people living in the vicinity of the land where the Project is	**Commitment met -** Consultation began 18 February 2025. National Grid consulted the local community living in the vicinity of the Project. This was achieved by establishing a

[31] National Grid note that the requirement to consult with the MMO in accordance with Section 42(1)(aa) was omitted in error from the SoCC. National Grid can confirm that the MMO were consulted with, in accordance with PA 2008.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	proposed to be located, and with other prescribed consultees.	PCZ, which consisted of people and businesses with property postcodes within 1 km of the Project's draft Order Limits. A community newsletter was distributed to all properties within the PCZ. Other prescribed consultees under Section 42(1)(a) of the PA2008 were identified and consulted.
2.2.5	Once planning application reference numbers have been provided by the local planning authorities, we will provide an update on the Project website.	**Commitment met -** The Project website has been updated with the following text 'We are pleased to say that separate planning applications for the 400 kV Birkhill Wood Substation (25/01898/STPLF), and 400 kV High Marnham Substation (25/01302/FUL) were submitted by National Grid in July and November 2025 to the local planning authorities of East Riding of Yorkshire Council and Bassetlaw District Council, respectively. As a result, we have removed the Birkhill Wood and High Marnham substations and associated works from our proposals for North Humber to High Marnham. Planning permission for the Birkhill Wood Substation was granted in February 2026 subject to conditions. We will continue to work closely with both substation projects to coordinate our works.'
2.3.4	…substation feedback will also be shared with our teams responsible for the separate planning applications for both substations.	**Commitment met** - Any feedback and/or design change requests relating to the substations have been shared with the respective project team in full.
Table 4.1	We will consult the public and statutory consultees (as outlined in Sections 42, 47 and 48 of the Act) on the more developed proposals, including a preferred overhead line alignment.	**Commitment met** - A stakeholder database and letters were prepared and issued for Statutory consultation, presenting the more developed proposals and including the route of the overhead line and proposed pylon locations. Section 47 and Section 48 notices were

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		prepared and published, and a community newsletter was sent to properties within the PCZ which consisted of people and businesses with property postcodes within 1 km of the Project's draft Order Limits.
Table 4.1	We will review and have regard to the feedback from the statutory consultation and further refine and finalise the proposed design. We will also continue to engage with stakeholders prior to the submission of our DCO application.	**Commitment met -** Feedback from the statutory consultation has been reviewed and along with further technical studies and design work has contributed to the final Project design. Engagement with stakeholders continued up to submission of the DCO application. A Consultation Report (this report) has been prepared following statutory consultation illustrating how regard was had to feedback received from statutory consultation.
5.1.1	The statutory consultation (under Sections 42 and 47 of the Planning Act) will run for eight weeks from 18 February to 15 April 2025.	**Commitment met -** Statutory consultation took place between Tuesday 18 February and Tuesday 15 April 2025.
5.2.1	We will seek views and feedback on the following elements of the Project…: • the proposed route of the new, approximately 90 km, 400 kV electricity line • the location of new steel lattice pylons (approximately 50 m in height), some of which would be gantries (typically up to 15 m in height), for existing or proposed substations • works to build new substations at Creyke Beck, Cottingham, (known as Birkhill Wood Substation) in the East Riding of Yorkshire and High Marnham, in Nottinghamshire, to connect and support the operation of the new transmission line for North Humber to High Marnham • third-party utility diversions and/or modifications required to facilitate the construction of the Project, along with land required for mitigation,	**Commitment met** - Information on these topics was included in the consultation materials and the feedback questionnaire sought views on all of them. The questionnaire included free text areas for respondents to provide comments generally about the Project and this consultation, such as '*Do you have any further comments on our proposals in this route section*?'. Question 16 provided a space for general considerations, '*is there anything else you would like us to consider as we develop our proposals?*'. A copy of the feedback questionnaire can be found in Appendix H.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	compensation and enhancement of the environment including Biodiversity Net Gain (BNG) • land temporarily required for construction activities, including, for example, working areas for construction equipment and machinery, site offices, welfare, storage and temporary construction access. • construction methodology for preliminary locations for BNG and/or wider environmental gains.	
5.2.2	The Project is classified as an EIA development and therefore we will also consult on preliminary environmental information as part of this statutory consultation, in the form of a Preliminary Environmental Information Report (PEIR). We will make the PEIR available on the Project website during statutory consultation, together with a non-technical summary of the PEIR. We will seek views on the information in those documents.	**Commitment met -** Comments on the PEIR were invited as part of the feedback questionnaire. The PEIR and NTS were available in the document library on the Project website for the duration of the statutory consultation. The NTS of the PEIR was available at the 13 local information points listed in the SoCC. Additionally, the full PEIR was available to view electronically via USB sticks available at the local information points. The full list of information points can be found in Table 7.8 of this report.
5.2.4	Overall location plans will be used to describe these sections of the Project and will be provided during the statutory consultation, which is consistent with how the Project has previously been presented.	**Commitment met** - Plans were prepared that were consistent with the description provided in the SoCC. Plans and a guide to using the plans were available in the document library on the Project website for the duration of the statutory consultation.
5.3.1	The consultation will be open to anyone who is interested in the Project. National Grid will have regard to all consultation feedback received by the relevant statutory consultation deadline when developing the design of the Project.	**Commitment met -** No restrictions were placed on who could take part in the consultation. National Grid has had regard to all the consultation responses received from anyone who was interested in the Project by the relevant deadline. This report was prepared following statutory consultation illustrating this regard and was submitted as part of the DCO application.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
5.3.5	Communities within the PCZ and SCZ will be notified about the consultation via the methods outlined in section 5.5 of the SoCC.	The local community was notified about the consultation within the PCZ and SCZ using the following consultation methods as outlined in Table 5.3 of the SoCC: • Press release shared on 18 February 2025 with 15 local and regional newspapers in circulation in the PCZ and SCZ. • Newspaper advertisements published between 18 and 27 February 2025 in three local and regional newspapers in circulation in the PCZ and SCZ. • Emails and letters were sent to coincide with the start of statutory consultation to MPs where all or part of their constituency was in the PCZ and/or the SCZ, elected representatives within the PCZ and parish councils within the PCZ and SCZ. • Statutory notices (Section 48 notices) were published in six newspapers on 18, 20, 25 and 27 February 2025. • Information posters were provided to parish councils and local authorities in the PCZ on 1 April 2025 with details of the consultation, how to access Project information and how to get involved. • Social media advertisements targeting different demographics were included across Facebook, Instagram and X. Initial consultation advertisements ran between 18 February and 4 March 2025. Event specific advertisements ran for one week prior to each event, with the initial advertisement running from 22 February prior to the event on 1 March 2025.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
5.3.6	We will also consult the following groups and individuals: • parish councils representing parishes within the PCZ • local residents and businesses falling within the PCZ • resident, community, tourism and business organisations and groups, such as residents' associations, community groups and groups with specialisms, such as in local heritage or wildlife, that have been drawn to our attention by local authorities and engagement work to date • 'seldom heard groups' within either consultation zone that have been drawn to our attention by local authorities and other stakeholders, representing people who are unlikely to respond to traditional consultation techniques and may need additional support to access materials • local elected representatives who represent wards and constituencies within the PCZ • Members of Parliament (MPs) representing constituencies within either consultation zone.	**Commitment met** – Parish councils within the PCZ were identified as Section 42 consultees and consulted. Local residents and businesses falling within the PCZ were identified as part of the PCZ community newsletter mailing. A range of local interest groups were identified within appendix B of the SoCC and consulted in the first instance by letter and encouraged to request alternative formats of consultation materials where appropriate. Seldom heard groups were identified as non-prescribed consultees. Engagement and consultation were inclusive, helping ensure the seldom heard groups were reached by utilising different engagement methods listed in Table 5.6 of the SoCC. More details about how National Grid reached seldom heard groups can be found in Table 7.9 of this report. Local elected representatives within the PCZ were identified as non-prescribed consultees and consulted; MPs in either consultation zone were identified as non-prescribed consultees and consulted.
5.3.7	…we will consult prescribed bodies and local authorities under Section 42(1)(a), (b) and Section 43 of the Act [PA 2008].	Commitment met – Prescribed consultee mailings were sent out to coincide with start of consultation by post on 17 February 2025 (and email, where information was available on 18 February 2025).
5.3.7	We will also consult persons with an interest in land under sections 42(1)(d) and 44 of the Act [PA 2008]. Individuals and groups include: • statutory stakeholders as set out by the Planning Act 2008 (such as	**Commitment met** – Prescribed consultee mailings were scheduled to coincide with start of consultation by post (and email, where contact details were available). Persons with an interest in land (PILs) who are also prescribed consultees were invited for

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	National Highways, Natural England and the Environment Agency) • commercial stakeholders, including asset owners • local authorities (including host and neighbouring local authorities) • owners, tenants and occupiers of land potentially affected by the proposed DCO application.	meetings via the Project team engagement activities. Other PILS were invited for meetings via the lands team. National Grid has undertaken statutory consultation with a total of 1,738[32] PILs between February 2025 and July 2026. A total of 1,387 PILs were notified of the consultation deadline in letters posted on 18 February 2025. A further 46 newly identified PILs were notified between 11 and 14 March 2025, when at least 28 days remained of the consultation window. Following the conclusion of the statutory consultation, additional landowner consultations have taken place with any newly identified PILs due to Project updates, ongoing land referencing, and further engagement. These PILs were notified and given a minimum of 28 days to respond. Details shown below: • 18 were notified on 11 June 2025; • 171 were notified on 14 January 2026; • 35 were notified on 15 May 2026; • 81 were notified on 15 June 2026; • One notified on 16 July 2026; and • Seven notified on 12 August 2026.
Table 5.1 Consultation Materials	**Project background document** This document will provide a summary of the Project, including: • the background to the Project	**Commitment met** – The document meets the description outlined in SoCC. The Project Background Document contained the following chapters: 1. Foreword

[32] This figure does not include resends where original postage was either not received or returned.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	• information about design changes as a result of the non-statutory consultation and localised non-statutory consultation • information about potential benefits and impacts of the Project • how we might propose to mitigate any significant effects • signposts for readers to find more detailed information and reports, and how to provide feedback on the Project.	2. Consulting on our proposals 3. How to find out more 4. The need 5. Our proposals 6. Construction 7. Managing and mitigating effects 8. Information for landowners 9. Next steps These chapters contained information to cover all bullet points listed in the SoCC. The Project Background document was available: • To read and download in the document library of the Project website; • As a paper copy upon request (no requests were received during the consultation period); • At the 13 local information points listed in the SoCC (the full list of information points can be found in Table 7.8 of this report); and • As a paper copy at the nine public information events (the full list can be found in Table 7.6 of this report). No requests for alternative formats of the Project Background Document were received.
Table 5.1 Consultation Materials	**Community newsletter** A newsletter setting out the proposed Project information, details about the consultation, an overview map of the Project area and how to provide feedback, along with a list of engagement activities to be held throughout the consultation period.	**Commitment met** – The document meets the description outlined in the SoCC. A community newsletter was produced to communicate the Project proposals, the background and how to get involved in the consultation. The community newsletter was posted to all properties within the PCZ. The community newsletter was also available:

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• To read and download in the document library of the Project website; • As a paper copy upon request (no requests were received during the consultation period); • At the 13 local information points listed in the SoCC (the full list can be found at Table 7.8 of this report); and • As a paper copy at the nine public information events listed in Table 7.6 of this report. No requests for alternative formats of the community newsletter were received.
Table 5.1 Consultation Materials	**Preliminary Environmental Information Report (PEIR)** The PEIR will contain a description of the Project, and a preliminary assessment of the likely significant environmental effects of the proposed Project, based on the initial information available at that time. It will also set out how we propose to reduce these effects and how we propose to maximise the benefits of the proposed Project. A non-technical summary (NTS) of the PEIR will also be made available.	**Commitment met** – The document meets the description outlined in the SoCC. The PEIR was produced for the statutory consultation and contained information to cover all items listed in the SoCC. An NTS was also produced. The PEIR and NTS were available: • To view and download in the document library of the Project website; • As a paper copy upon request (no requests were received during the consultation period for a paper copy of the PEIR. One request was received for a paper copy of the NTS of the PEIR which was fulfilled); • On a USB stick for members of the public to take away at the 13 local information points listed in the SoCC (the full list can be found in Table 7.8 of this report for locations); • As a paper copy at the 13 local information points listed in the SoCC (NTS of the PEIR only, see Table 5.1 of this report for locations); and

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• As a paper copy at the nine public information events listed in Table 7.6 of this report.
Table 5.1 Consultation Materials	**Design Development Report** An in-depth technical document detailing the work we have undertaken to date, focusing on work since the non-statutory consultation and localised non-statutory consultation.	**Commitment met** – The document meets the description outlined in the SoCC. The Design Development Report was available: • To view and download in the document library of the Project website; • As a paper copy at the nine public information events listed in Table 7.6 of this report; and • As a paper copy upon request (no requests were made during the consultation period).
Table 5.1 Consultation Materials	**Strategic Options Report Update** An updated overview of the appraisal approach we have used to date to consider strategic options. These are reviewed and backchecked as part of the ongoing strategic options assessment and decision-making process.	**Commitment met** – The document meets the description outlined in the SoCC. The document was produced as a technical report providing an overview description of the options that National Grid had identified and subsequently evaluated for reinforcement of the network. The Strategic Options Report Update was available: • To view and download in the document library of the Project website; • At the nine public information events listed in Table 7.6 of this report; and • As a paper copy upon request (no requests were received during the consultation period).
Table 5.1 Consultation Materials	**Non-statutory Consultation Feedback Report** A summary of the feedback we received during the non-statutory consultation and localised non-statutory consultation stages which explains how we have had regard to comments.	**Commitment met** – The document meets the description outlined in the SoCC. The Non-statutory Consultation Feedback Report summarises the feedback National Grid received during the 2023 and 2024 non-

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		statutory consultation, and how it has been considered. The Non-statutory Consultation Feedback Report was available: • To view and download in the document library of the Project website; • At the nine public information events listed in Table 7.6 of this report; and • As a paper copy upon request (no requests were received during the consultation period).
Table 5.1 Consultation Materials	**Project maps and location plans** A series of maps and plans showing the extent of the Project.	**Commitment met** – The document meets the description outlined in the SoCC. The Project maps and plans were available: • To view and download in the document library of the Project website; • As a paper copy at the nine public information events listed in Table 7.6 of this report; and • As a paper copy upon request (four requests were received and fulfilled during the consultation).
Table 5.1 Consultation Materials	**Consultation banners** A series of exhibition banners with information relating to the Project, which will be used at public information events.	**Commitment met** – The document meets the description outlined in the SoCC. The consultation banners were available: • At the nine public information events listed in Table 7.6 of this report; and • To view and download in the document library of the Project website.
Table 5.1 Consultation Materials	**Interactive Project map** An interactive map of the Project.	**Commitment met** – The document meets the description outlined in the SoCC. The interactive map was available: • On the Project website; and

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• On screens provided at the nine public information events listed in Table 7.6 of this report.
Table 5.1 Consultation Materials	**Consultation notices** We will publish notices with details of the consultation, provided to statutory consultees as required under Section 47, 48 of the Act [PA 2008].	**Commitment met** – Newspaper notices were placed as follows: Yorkshire Post • Section 47 and 48 on 18 February 2025; and • Section 48 on 25 February 2025. Hull Daily Mail • Section 47 and 48 on 18 February 2025; and • Section 48, 25 February 2025. Lincolnshire Echo • Section 47 and 48 on 20 February 2025; and • Section 48 on 27 February 2025. Nottingham Post • Section 47 and 48: 18 February 2025: and • Section 48 on 25 February 2025. London Gazette • Section 48: 18 February 2025. The Guardian • Section 48 on 18 February 2025. The consultation notices were provided to the relevant statutory consultees. The consultation notices were also available: • On the Project website; and • As a paper copy upon request (no requests were received during the consultation period).
Table 5.1 Consultation Materials	**Statement of Community Consultation** The SoCC sets out how National Grid intends to consult statutory consultees, stakeholders, affected residents, businesses and local communities ahead of its application for development consent for the Project.	**Commitment met** – The document meets the description outlined in the SoCC. The SoCC was available: • To view and download in the document library of the Project website;

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• As a paper copy upon request (no requests were received during the consultation period); • At the 13 local information points listed in the SoCC (the full list can be found in Table 7.8 of this report); and • As a paper copy at the nine public information events listed in Table 7.6 of this report. The Section 47 notice was published in the following local newspapers: • Yorkshire Post on 18 February 2025 • Hull Daily Mail on 18 February 2025 • Lincolnshire Echo on 20 February 2025 • Nottingham Post on 18 February 2025
Table 5.1 Consultation Materials	**Feedback questionnaire** An online and paper feedback questionnaire to gather responses to the statutory consultation.	**Commitment met** – The document meets the description outlined in the SoCC. The feedback questionnaire was available: • To view and download in the document library of the Project website; • As a paper copy upon request (no requests were received during the consultation period); • As a paper copy at the nine public information events listed in Table 7.6 of this report.
Table 5.1 Consultation Materials	**Guide to Interacting with our Consultation Plans** A guide outlining the consultation maps and plans, and how to use them.	**Commitment met** – The document meets the description outlined in the SoCC. A Guide to Interacting with Our Plans was produced to provide guidance on interacting with the latest consultation plans during the statutory consultation.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		The Guide to Interacting with Our Plans was available: • To view and download in the document library of the Project website; • As a paper copy upon request (no requests were received during the consultation period); and • As a paper copy at the nine public information events listed in Table 7.6 of this report.
Table 5.1 Consultation Materials	**Project website** An online site hosting all our Project information, including downloadable versions of all the above documents.	**Commitment met** – The website meets the description outlined in the SoCC and contained digital materials referenced in the SoCC for the duration of the statutory consultation.
5.4.2	National Grid will consider requests for copies of selected consultation materials identified in **Table 5.1** in alternative formats on a case-by-case basis, taking into account individual circumstances.	**Commitment met** – There was a process in place for responding to requests for alternative formats of consultation materials, should any requests be received. Four requests for paper copies of the Project maps were received and all were fulfilled. This is also explained under 'Project maps and location plans' above in this table.
5.4.3	All consultation materials will also be available on the Project website. Information will be easy to access and will be presented in a variety of ways to suit user requirements.	**Commitment met** – All consultation documents outlined in Table 5.1 of the SoCC were available on the Project website from 18 February 2025. As this demonstrates, Project information was presented in a variety of formats.
Table 5.2 Methods to make consultation materials available	All consultation documents will be hosted on the Project website throughout the consultation period.	**Commitment partially met** – Consultation documents listed in Table 5.2 of the SoCC were uploaded to the Project website on 18 February 2025 and were available throughout the consultation period. The PEIR made reference to Illustrative Drawings NHHM-NG-ENG-DWG-001 to 17. These illustrative drawings were intended

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		to provide additional context on typical designs. Due to an error, Illustrative Drawings NHHM-NG-ENG-DWG-001 to 13 were uploaded to the Project website document library on 13 March 2025. NHHM-NG-ENG-DWG-0014 to 17 were uploaded following the close of statutory consultation on 19 June 2025. The absence of Illustrative Drawings NHHM-NG-ENG-DWG-001 to 17 did not prevent meaningful feedback being provided. The consultation did not specifically seek any comments or feedback on these illustrative drawings. One request for the NHHM-NG-ENG-DWG-0014 to 17 was received during statutory consultation and digital copies were provided to the consultee.
Table 5.2 Methods to make consultation materials available	We will provide the following local authorities with a website link to all the consultation documents: • East Riding of Yorkshire Council • North Lincolnshire Council • Bassetlaw District Council • Newark and Sherwood District Council • Nottinghamshire County Council.	**Commitment met** – The Section 42 letter to prescribed consultees (including local authorities) included a link to the Project website.
Table 5.2 Methods to make consultation documents available	**Local information points** While it is no longer a statutory requirement, in addition to being available online, we will seek to ensure that paper copies of the community newsletter (February 2025), Project Background Document (2025), NTS of the PEIR, SoCC and Feedback questionnaire are available to view at the locations listed below…	**Commitment met –** Copies of each of the specified documents were delivered to the 13 local information points in the week prior to the consultation launch.
Table 5.2 Methods to make consultation	**Local information points** We will check that consultation documentation remains at the local	**Commitment met** – The Project team visited the 13 local information points during the consultation period between 19 March and 14

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
documents available	information points throughout the consultation period.	April 2025 to confirm if any additional stock of any materials was required.
Table 5.2 Methods to make consultation documents available	**Local information points** We will also try to use local websites to act as local information points, by asking them to host a link to the Project website. These may include: • local authority websites • local library websites • parish websites • MPs' websites.	**Commitment met** – A link to the Project website was included in prescribed and non-prescribed consultee Section 42 letters. A reminder of the statutory consultation was sent on 1 April 2025 and included a request to local authorities and parish councils that '*where possible, we would appreciate it if you could help raise awareness by advertising the final two weeks of consultation through your own social media channels and by signposting people towards:* • *our website, where people can access all of the materials published as part of our consultation and submit their feedback online* • *our interactive map, which includes the ability for people to enter their postcode/an address and see details of the proposals for that area* • *details of how people can provide their feedback, which are set out in the attached poster and on our website here.*'
Table 5.2 Methods to make consultation documents available	**Document requests** Following the launch of the statutory consultation, consultees will be able to request paper copies of consultation documents.	**Commitment met** – A process was in place for responding to requests for paper/alternative format copies of consultation materials. Four requests were received during the consultation period (all for paper copies of maps) and all were fulfilled.
Table 5.2 Methods to make consultation documents available	**Public information events** Paper copies of the consultation documents will be available for review at public information events.	**Commitment met** – Paper copies of all consultation documents (including the PEIR) were made available at the nine public information events (see Table 7.6).

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
5.5.1	Residents, local businesses and community organisations within the PCZ will be notified of the start of the consultation in a variety of ways, including through a Community newsletter, as outlined in Table 5.1.	**Commitment met** – National Grid notified residents, local businesses and community organisations within the PCZ of the start of the consultation through a community newsletter.
Table 5.3 Promotion methods	**Press release** A press release publicising the upcoming consultation and how the community can get involved will be issued ahead of the consultation.	**Commitment met** – A press release (along with separate media briefing) was published to coincide with the start of the statutory consultation period and was issued to 67 media outlets[33].
Table 5.3 Promotion methods	**Newspaper advertisements** We will advertise the statutory consultation, including how to access information about the proposals, how to provide feedback, and how people can take part in the consultation, in locally circulated newspapers and online. Advertisements will be placed in the following publications, to ensure coverage within and beyond the PCZ and SCZ: • Hull Daily Mail • Yorkshire Post • Lincolnshire Echo/Live.	**Commitment met** – Statutory notices were placed as below: Hull Daily Mail • Section 47 and 48 on 18 February 2025; and • Section 48: 25 February 2025. Yorkshire Post • Section 47 and 48 on 18 February 2025: and • Section 48 on 25 February 2025. Lincolnshire Echo • Section 47 and 48 on 20 February 2025; and • Section 48 on 27 February 2025. Nottingham Post • Section 47 and 48 on 18 February 2025: and. • Section 48 on 25 February 2025.

[33] 105.3 Seaside FM, 107.8 Beverley FM, 97.5 Kemet FM, Absolutely Yorkshire, Ashfield Neighbour News, BBC News Humberside, BBC News Nottingham, BBC News UK, BBC One Look North (East Yorkshire & Lincolnshire), BBC One Look North (Yorkshire), BBC Radio Humberside, BBC Radio Humberside, BBC Radio Lincolnshire, Beverley Guardian, Beverley Life, Bridlington Echo, Bridlington Free Press, Bridlington Gold Radio, Capital FM Yorkshire, Capital Yorkshire, Driffield and Wolds Weekly, East Riding Mail, FLY FM, Goole Times, Great Yorkshire Radio, Greatest Hits Radio East Yorkshire and North Lincolnshire, Greatest Hits Radio South Yorkshire, Greatest Hits Radio Yorkshire Coast, Heart Yorkshire, Holderness and Hornsea Gazette, Hucknall Dispatch, Hull Daily Mail, Hull is this, Humber Business, Impact Magazine, Insider Media, ITV News Calendar, ITV News Calendar, Lincolnshire Echo, Mansfield 103.2 FM, Mansfield 103.2 FM Sports Desk, Mansfield and Ashfield Chad, Mansfield and Ashfield News Journal, Newark Advertiser, Newark and Sherwood News Journal, Northern Engineer, Nottingham Local News, Nottingham Online, Nottingham Post, Nottinghamshire Aspect, Notts TV, Platform, Radio Newark, Retford Guardian, Retford Times, Scunthorpe Telegraph, Sherwood Life, Sixtynine Degrees, The Driffield Times and Post, The Hull Story, The Notts Edit, The Press – York, The Yorkshire Post, The Yorkshire Press, The Yorkshire Times, TheBusinessDesk.com (Yorkshire), Vixen 101, West Bridgford Wire, Worksop Guardian, Yorkshire Business Insider, Yorkshire Herald & Advertiser.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		London Gazette • Section 48: on 18 February 2025. The Guardian • Section 48 on 18 February 2025.
Table 5.3 Promotion methods	**Emails and letters** We will send, via email, letters details about the consultation and how to get involved to: • MPs, where all or part of their constituencies lie within the PCZ and/or the SCZ • elected representatives within the PCZ, including at East Riding of Yorkshire Council, North Lincolnshire Council, Bassetlaw District Council, Newark and Sherwood District Council and Nottinghamshire County Council • parish councils within the PCZ and SCZ.	**Commitment met** – National Grid sent emails and distributed letters that included information about the consultation and how to get involved. These were sent to MPs and elected representatives identified as non-prescribed consultees. Parish councils within the draft Order Limits or bordering them were identified as prescribed consultees and consulted with. Other parishes in the PCZ and SCZ outside of the draft Order Limits were identified as non-prescribed consultees.
Table 5.3 Promotion methods	**Statutory notices** We will publish the Section 47 notice in locally circulating newspapers and the Section 48 notice once in a national newspaper and the London Gazette, and twice in locally circulating newspapers.	**Commitment met** – The Section 47 notice was placed in newspapers in circulation within the PCZ and SCZ as outlined in SoCC and summarised below. Hull Daily Mail • Section 47 and 48 on 18 February 2025; and • Section 48: 25 February 2025. Yorkshire Post • Section 47 and 48 on 18 February 2025: and • Section 48 on 25 February 2025. Lincolnshire Echo • Section 47 and 48 on 20 February 2025: and • Section 48 on 27 February 2025. Nottingham Post • Section 47 and 48 on 18 February 2025: and • Section 48 on 25 February 2025. London Gazette

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		• Section 48 on 18 February 2025. The Guardian • Section 48 on 18 February 2025.
Table 5.3 Promotion methods	**Information posters** We will produce posters that include details of the consultation, how to access Project information and how to get involved. These will be available online and a digital copy will be shared with stakeholders, including parish councils in the PCZ, to help raise awareness of consultation via their channels.	**Commitment partially met** – National Grid prepared a poster which included details of the consultation and how to access Project information and how to get involved with the consultation. On 1 April 2025, a digital copy of the poster was provided by email to stakeholders, including parish councils in the PCZ to help raise awareness of the consultation via their channels. National Grid did not publish the poster online.
Table 5.3 Promotion methods	**Social media** We will promote the consultation on National Grid UK's X (formerly Twitter) account and on Facebook, @NationalGridUK. We will also develop a social media guide for local authorities to use on their social media channels which will include links to the Project website. …We will aim to point people towards sources of information, including the Project website and the interactive Project map, and to formal feedback channels.	**Commitment met** – The social media strategy covered Facebook, Instagram and X. Initial consultation advertisements ran between 18 February and 4 March 2025. Event specific advertisements ran for one week prior to each event, with the initial advertisement running from 22 February prior to the event on 1 March 2025. All advertisements signposted to the Project website, which included the feedback questionnaire and interactive map. Emails were sent to parish councils and local authorities on 1 April 2025 reminding them of the end of the consultation and requesting stakeholders to promote the consultation through their channels and signposting to relevant information.
5.5.3	Any activity (or activities) that cannot be undertaken due to circumstances beyond our control will, where possible, be substituted with a similar activity (or activities) and advertised in local newspapers (via a press release) that circulate in the vicinity of the Project.	**Commitment in place** – No reason arose leading to this scenario/need to cancel events.
5.5.4	Any activity changes will also be published on the Project website and on	**Commitment in place** – No reason arose leading to this scenario.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	National Grid UK's X (formerly Twitter) accounts and on Facebook @NationalGridUK.	
5.6.1	Public information events will be held for communities to find out about the Project and the consultation and to talk to representatives from the Project team. The events will be held at suitable, publicly accessible venues that are within or near the PCZ.	**Commitment met** – Nine public information events were held in March 2025 at suitable, publicly accessible locations within or as near as possible to the PCZ. Representatives of the Project team attended these events to talk and respond to any queries from the public. The list of the nine public information events can be found in Table 7.6 of this report.
5.6.2	Details of where and when the public information events are proposed to be held are included in Table 5.4. This information will also be published on the Project website in newspaper adverts (February 2025), on social media and in the Community newsletter (February 2025) sent to all properties within the PCZ and available at local information points.	**Commitment met** – Information regarding events was published on the Project website, in newspaper adverts, on social media and was included in the Community Newsletter which was sent to all public and business postcodes in the PCZ (approximately 11,680 addresses) on the launch of consultation.
5.6.3	The events will be held during afternoons and early evenings in the week and at least one will be held on a weekend, where feasible.	**Commitment met** – The public information events were arranged to be held during weekday afternoons (1pm) until early evenings (7pm) and two over the weekend (11am to 4pm), to give the consultees the opportunity to attend the events.
5.6.4	Copies of all relevant consultation materials will be made available at each exhibition, including a series of boards to present the proposals for the Project, including maps.	**Commitment met** – Paper copies of all consultation materials (including the PEIR and maps) were made available at the nine public information events listed in Table 7.6 of this report.
5.6.5	Those attending the events will be encouraged to provide their feedback on the proposals for the Project via the online or paper feedback questionnaire.	**Commitment met** – Paper copies of the feedback questionnaire were available at the nine public information events. The paper feedback questionnaire included a link to the online feedback questionnaire on the Project website.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		The Freepost address FREEPOST NH TO HM was available for the duration of consultation to receive hard-copy feedback. Feedback received via Freepost following the close of the statutory consultation was reviewed and considered. Details about the Project website were also available on all consultation materials at the public information events.
5.6.6	Should any events (whether in person or webinars) need to be altered or cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant local planning authority or authorities.	**Commitment in place** – No reason arose leading to this scenario/need to cancel events.
5.7.1	We will aim to hold six webinars during the consultation period. Some webinars will provide a general overview of the proposals, whilst others will be location-specific, allowing attendees to choose the session(s) of most interest. Details of the proposed webinars are included in Table 5.5.	**Commitment met** – Six webinars were held during the consultation period, including two that provided a general overview of the proposals and four that were location specific. The dates of these webinars are listed in Table 7.7 of this report. A total of 47 people attended across all webinars.
5.7.2	Those interested will be able to sign up to the webinars via the Project website or by contacting National Grid by using the contact details set out in Section 6.1.	**Commitment met** – Webinar registration information was included within the content on the Project website, and the community relations team were able to action sign-ups requested via other channels.
5.7.3	The sessions will cover the proposals in detail and provide an opportunity for attendees to ask questions of the project team.	**Commitment met** – The webinars gave the opportunity for the public to ask questions about the Project and included a presentation on the proposals and a Q&A session where members of the Project team were available to respond to questions.
5.7.4	National Grid will endeavour to make British Sign Language interpretation available for one of the general overview	**Commitment met** – National Grid made British Sign Language interpretation available for the first webinar, which was then recorded

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	webinars, which will be recorded and published on the Project website.	and uploaded to the Project website on 21 February 2025.
5.8.1	National Grid will offer briefings and/or meetings with the following stakeholders in the run-up to, or during the consultation: • MPs, where all or part of their constituencies lie within either consultation zone • elected representatives of district and county councils within the PCZ • parish councils, where all or part of the parish falls within the PCZ • host local authorities and neighbouring local authorities • key prescribed consultees, such as Natural England and the Environment Agency • persons with an interest in land (PILs) under Section 42(1)(d) of the Act [PA 2008].	**Commitment met** – Invite to meeting was included within the consultee letters sent to MPs. Elected representatives of district and county councils within the PCZ were invited to briefings via the consents team through their regular Project meetings with local authority officers. Four one-hour online webinar sessions presented details of the proposals followed by a question-and-answer session. These included a separate webinar for Route Sections to allow attendees to choose which session they found most relevant: • Creyke Beck to River Ouse crossing (Route Sections 1, 2 and 3); • River Ouse crossing to Graizelound (Route Sections 4, 5, 6 and 7); • Graizelound to A620 east of North Wheatley (Route Sections 8 and 9); and • A620 east of North Wheatley to High Marnham (Route Sections 10 and 11). Host local authorities were invited to a briefing/ meeting within the consultee letters sent. Key prescribed consultees were invited for meetings via the Project team engagement activities. Further information is provided in Appendix A PILs were invited for meetings via the lands team engagement activities. The Parish Clerk of South Leverton Parish Council requested a meeting via an email on 25 March 2025. A meeting took place on 2 April 2025

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
		at Memorial Institute, Town St, South Leverton, Retford, DN22 0BT. A member of Treswell Parish Council also attended.
5.8.2	National Grid will consider meetings with other organisations and individuals upon request.	**Commitment met** – National Grid has responded to all enquiries from correspondence during the statutory consultation and where requested, meetings were held with landowners, business owners and members of the public.
5.9.4	…all identified underrepresented groups and local interest groups will be contacted by letter at the launch of the consultation. They will be encouraged to request alternative formats of consultation materials, where appropriate.	**Commitment met** – National Grid identified seldom heard and local interest groups who were contacted as non-prescribed consultees by post/email (depending on contact information available).
5.9.5	We will maintain and update the list of underrepresented groups and local interest groups as the consultation progresses…	**Commitment met** – National Grid maintained a stakeholder map of local interest groups throughout consultation and reached out to stakeholders about underrepresented groups.
Table 5.6	[Underrepresented group engagement tools] considering alternative formats on a case-by-case basis	**Commitment met** – A process was in place for responding to requests of paper/alternative format copies of consultation materials, should any requests be received. Four requests for paper copy maps were received and fulfilled.
Table 5.6	[Underrepresented group engagement tools] engaging with community groups serving the demographic	**Commitment met** – Groups were identified and consulted as non-prescribed consultees as part of statutory consultation.
Table 5.6	[Underrepresented group engagement tools] providing paper copies of materials at local information points, along with contact details of the Project team, who will be able to provide further assistance and send selected consultation documents to those who are unable to access the material online.	**Commitment in place** – Paper copies of materials were available at the nine local information events, which included contact details. A process for responding to requests of paper/alternative format copies of consultation materials was in place. Four requests for paper copies of the Project maps were received and fulfilled.

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
Table 5.6	[Underrepresented group engagement tools] Providing, on request, an audio guide of consultation banners	**Commitment in place** – A process for responding to requests of paper/alternative format copies of consultation materials was in place. No requests for an audio guide of the banners were received.
Table 5.6	[Underrepresented group engagement tools] providing options to enlarge text on the Project's website.	**Commitment met** – The Project website is responsive so that users can zoom in and out on the page using their own device.
6.1.3	Responses given orally, such as via telephone (0808 189 1346), will be considered in exceptional circumstances on a case-by-case basis, if someone may not otherwise be able to respond to the consultation.	**Commitment in place** – No oral responses were requested or required.
6.1.4	Feedback submissions sent via post will be accepted for up to five working days after this [the closing] date.	**Commitment met** – Feedback sent via post and received up to 24 April 2025 was accepted.
6.1.7	More information on how National Grid will use the information collected about respondents will be made available in the consultation feedback questionnaire and on the Project website during the consultation period.	**Commitment met** – This information was included via National Grid's privacy policy in the feedback questionnaire (both print and digital).
6.3.1 - 6.3.3	A summary of the feedback will be presented in a Consultation Report submitted as part of the DCO application. The proposed DCO application will be finalised, taking into consideration the feedback received from the consultation in accordance with Section 49 of the Planning Act. A Consultation report will be produced as part of the application for a DCO, as required by Section 37(3)(c) of the Act. The report will include a summary of the consultation process undertaken in accordance with this SoCC, and will set out how the feedback from the consultation has shaped and influenced the proposals as submitted within the application for a DCO.	**Commitment met** – A Consultation Report (this document) has been prepared and submitted as part of the DCO application.
6.3.6	The Consultation Report will be available online, alongside other application documents, once an application for a	**Commitment in place** – The Consultation Report will be uploaded to the Planning

Where in SoCC	Commitment as it appears in the SoCC	How National Grid fulfilled this commitment
	DCO has been accepted. Paper copies will be available from the Project team on request and may be subject to a charge to cover printing and postage fees.	Inspectorate website alongside all application materials as part of the DCO application. Once complete, paper copies will be available from the Project team on request, with any charges to cover printing and postage fees agreed in advance.

7.9 Publicising Pursuant to Section 48

7.9.1 Section 48 of the PA 2008 sets out how an applicant must publicise its proposed application for development consent. A copy of the Section 48 notice can be found in Appendix G and demonstrates the clearly specified time period for responses, stating that:

7.9.2 'National Grid must receive all responses by 11:59pm on Tuesday 15 April 2025 to ensure their consideration'

7.9.3 The statutory publicity requirements complied with Regulation 4 of the APFP Regulations 2009, which require an applicant to publish a notice:

a) for at least two consecutive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;

b) once in a national newspaper; and

c) once in the London Gazette.'

7.9.4 Table 7.4 provides a summary of the newspapers in which the Section 48 notice was published and the dates the notices were published. Appendix G contains copies of the Section 48 adverts as published in the newspapers.

Table 7.4 – Newspapers where the Section 48 notice was published

Newspaper	Date
Yorkshire Post	18 and 25 February 2025
Nottingham Post	18 and 25 February 2025
Lincolnshire Echo	20 and 27 February 2025
Hull Daily Mail	18 and 25 February 2025
The Guardian	18 February 2025
London Gazette	18 February 2025

7.9.5 Copies of the Section 48 notice were also placed at 20 locations along the route. Table 7.5 provides the location of each site notice. A site notice location plan and photographs can be found in Appendix G.

Table 7.5 – Location of Section 48 notices along the route

Number	Location
Location 1	Park Lane, Cottingham, East Riding of Yorkshire
Location 2	Little Weighton Road, Skidby, East Riding of Yorkshire
Location 3	Lambwell Hill, Riplingham, East Riding of Yorkshire
Location 4	Sands Lane, Ellerker, East Riding of Yorkshire
Location 5	Carr Lane, Broomfleet, East Riding of Yorkshire
Location 6	Staddlethorpe Broad Lane, Gilberdyke, East Riding of Yorkshire
Location 7	Narrow Lane, Ousefleet, East Riding of Yorkshire
Location 8	C101 Between Luddington and Fockerby, Garthorpe, Scunthorpe, North Lincolnshire
Location 9	Ox Pasture Lane, Luddington, North Lincolnshire
Location 10	Black Bank, Crowle, North Lincolnshire
Location 11	Belton Road, Beltoft, North Lincolnshire
Location 12	Newlands Lane, Epworth, North Lincolnshire
Location 13	Lound Road, Owston Ferry, North Lincolnshire
Location 14	Cornley Road, Misterton, Bassetlaw, Nottinghamshire
Location 15	Walkeringham Road, Walkeringham, Nottinghamshire
Location 16	Gainsborough Road, North Wheatley, Nottinghamshire
Location 17	Springs Lane, Sturton-le-Steeple, Nottinghamshire
Location 18	Ashley Lane, Treswell, Nottinghamshire
Location 19	Darlton Road, East Drayton, Nottinghamshire
Location 20	Fledborough Road, High Marnham, Nottinghamshire

7.9.6 In accordance with Regulation 13 of the EIA Regulations, all prescribed Section 42(1)(a) consultees, including environmental bodies, and each authority within Section 43 were sent a copy of the Section 48 notice. Appendix E1 contains a list of all Section 42(1)(a) stakeholders.

7.10 Details of Information Available and Enquiry Channels

7.10.1 A range of consultation materials were developed to support the statutory consultation as identified in the SoCC.

Direct Mailing to the Primary Consultation Zone

7.10.2 A community newsletter with Project information was sent to all properties within the PCZ (1 km of the proposals) along with a copy of the consultation feedback questionnaire. The newsletter (see Appendix H) provided details of:

- What National Grid was seeking feedback on;
- New substation information;
- Overview of the proposals;
- A route map showing the 11 Route Sections;
- Overview of the statutory consultation materials;
- Details on how to attend public information events, and the event details;
- Details on how to attend a webinar, and the webinar details;
- Details on how to submit feedback;
- Details on how to access the Project website;
- How to request paper copies of documents;
- Details on local information points and the documents held at these;
- Information for landowners; and
- How to contact National Grid.

Secondary Consultation Zone

7.10.3 The properties within the SCZ (within 5 km of the proposals) were able to access all materials and activities as detailed in this chapter. Publicity of the consultation for the SCZ was through newspapers, posters, social media and all other forms as outlined in the SoCC.

Materials Produced to Support Consultation

7.10.4 A suite of documents was published at the launch of the statutory consultation, including technical reports and consultation materials. Their content helped ensure that there was sufficient information available to enable people and organisations to understand and comment on any aspect of the Project's development and design.

- **Project Background Document**: Provided an overview of the Project, summarising the technical documents and providing information on how to take part in the consultation.
- **PEIR**: Set out the preliminary findings from the environmental studies and assessments carried out to develop the proposals.
- **NTS of the PEIR**: A summary of the PEIR in non-technical language.
- **Design Development Report**: Detailed the design work undertaken since the 2023 consultation.
- **Community newsletter**: Provided a high-level overview of the proposals and details on how to get involved in the consultation.

- **Non-statutory Consultation Feedback Report**: Summarised the feedback received during the non-statutory consultation in 2023 and localised non-statutory consultation in 2024 and how it had been considered (Appendix B).
- **Strategic Options Report Update**: An overview of National Grid's appraisal approach and strategic options considered.
- **Interactive map**: Online map of the preferred route alignment. A postcode or address could be entered to view pylon locations.
- **Maps of proposals**: Overview map and individual section maps showing the preferred alignment, sectioned by geographical area, with further maps to highlight features considered as part of the routeing and siting process.
- **Feedback questionnaire**: To gather consultation comments and feedback – could be completed online or in paper copy (Appendix H).
- **SoCC**: Set out how National Grid carried out the consultation. The SoCC was developed in consultation with relevant local authorities (Appendix D).
- **Consultation banners**: Summary consultation banners were produced to provide an overview of key components of the Project. Banners were designed to assist the understanding of the plans and allow for further discussion with members of the Project team at consultation events.
- **Guide to Interacting with Our Plans**: To assist with the interpretation of Project plans and included details about what was available and what was shown on each plan. This guide was available online and hard copies were available upon request.

Public Information Events

7.10.5 Nine public information events were held for communities to find out about the Project and the consultation and to talk to representatives from the Project team. The events were held at suitable, publicly accessible venues that are within or near the PCZ.

7.10.6 Details of where and when the public information events were held, alongside the total number of attendees, are included in Table 7.6.

Table 7.6 – Public information events

Date and time	Venue	Attendees
Saturday 1 March 2025, 11am-4pm	Dunham on Trent Village Hall, Low Street, Dunham, NG22 0FJ	88
Monday 3 March 2025, 1-7pm	Gringley on the Hill Community Centre, W Wells Lane, Gringley on the Hill, DN10 4QY	83
Tuesday 4 March 2025, 1-7pm	North and South Wheatley Village Hall, Sturton Road, South Wheatley, DN22 9DL	41
Monday 10 March 2025, 1-7pm	Crowle Community Hall, Woodland Avenue, Crowle, DN17 4LL	120

Date and time	Venue	Attendees
Friday 14 March 2025, 1-7pm	All Saints Community Centre, Church Hill, South Cave, HU15 2EU	42
Saturday 15 March 2025 11am-4pm	Gilberdyke Memorial Hall, 11 Clementhorpe Road, Gilberdyke, HU15 2UB	47
Wednesday 19 March 2025, 1-7pm	Garthorpe Village Hall, Shore Road, Garthorpe, DN17 4AD	45
Friday 21 March 2025, 1-7pm	Epworth Imperial Hall, Chapel Street, Epworth, DN9 1HJ	73
Wednesday 26 March 2025, 1-7pm	Cottingham Civic Hall, Market Green, Cottingham, HU16 5QF	43

Webinars

7.10.7 Six one-hour online webinar sessions were held to present details of the proposals followed by a question-and-answer session. These included general overview webinars and location-themed webinars to allow consultees to attend the session that was of the most interest.

7.10.8 A recording of a general overview presentation was made available to view on the website after the first webinar session. Table 7.7 summarises the webinars and the number of attendees.

Table 7.7 – Webinar events

Date and time	Topic	Attendees
Tuesday 25 February 2025, 6:30-7:30pm	General – Overview of the proposals	12
Thursday 6 March 2025, 6:30-7:30pm	Route Sections 1, 2 and 3	7
Tuesday 11 March 2025, 6:30-7:30pm	Route Sections 4, 5, 6 and 7	3
Thursday 13 March 2025, 6:30-7:30pm	Route Sections 8 and 9	1
Tuesday 18 March 2025, 6:30-7:30pm	Route Sections 10 and 11	10
Thursday 27 March 2025, 2-3pm	General – Overview of the proposals	5

Local Information Points

7.10.9 Paper copies of key consultation materials (the Project Background Document, community newsletter and Feedback Questionnaire) were made available to take away at a number of locations close to the preferred alignment during the statutory consultation period. Reference copies of the SoCC and NTS of the PEIR were also available to view at these locations.

Table 7.8 – Local information points

Location	Address
Beverley Library	Champney Treasure House, Champney Road, Beverley, HU17 8HE
South Cave Library	97 Church Street, South Cave, HU15 2EP
Goole Library	Carlisle Street, Goole, DN14 5DS
Cottingham Library and Customer Service Centre	Market Green, Cottingham, HU16 5QG
Crowle Library	The Market Hall, Crowle, DN17 4LA
Nottinghamshire Mobile Library (North Route 11)	Mobile
Haxey Library	The Memorial Hall, Haxey, DN9 2HH
Misterton Library	High Street, Misterton, DN10 4BU
Retford Library	Churchgate, Retford, DN22 6PE
Bassetlaw District Council – Retford Office	17B The Square, Retford, DN22 6DB[34]
Epworth Library	Live Well Isle of Axholme, Burnham Road, Epworth, DN9 1BZ
Gainsborough Library	Cobden Street, Gainsborough, DN21 2NG
All Saints Parish Church Misterton	High Street, Misterton, DN10 4AL

7.11 Engagement with Underrepresented and Local Interest Groups

7.11.1 National Grid communicated with local authorities and other stakeholders to identify groups that were underrepresented and local interest groups for the purposes of the Project and the organisations that represent them.

7.11.2 The local requirements of each underrepresented and local interest group were considered to help establish an appropriate approach to engagement.

[34] The consultation materials noted that Bassetlaw District Council's Retford Office was operating from a temporary location until late-February 2025 and pointed consultees to the council's website for updated information.

7.11.3 A list of local interest groups, and organisations representing underrepresented groups, can be found in Appendix H.

7.11.4 In the first instance, all identified underrepresented groups and local interest groups were contacted by letter at the launch of the statutory consultation. They were encouraged to request alternative formats of consultation materials, where appropriate.

7.11.5 The list of underrepresented groups and local interest groups was maintained and updated as the consultation progressed to ensure that contact details were correct and that any newly identified groups were engaged with.

Table 7.9 – Underrepresented group engagement tools

Group category	Methods used
Older people	• Directly mailed the community newsletter (2025) to all properties within the PCZ, providing details of how to access digital and paper copies of other documents and how to provide feedback by post, if needed. • Provided options to submit feedback through conventional communication channels, including by post and telephone if necessary. • Held face-to-face events at a variety of locations and times across the route. • Held webinars for people unable to attend in-person events. • Considered alternative formats on a case-by-case basis. • Engaged with community groups serving the demographic. • Provided paper copies of materials at local information points, along with contact details of the Project team, who were be able to provide further assistance and send selected consultation documents to those who were unable to access the material online.
People with visual impairments	• Provided, on request, an audio guide of consultation banners. • Considered alternative formats on a case-by-case basis. • Provided options to enlarge text on the Project's website.
People with limited mobility/disability	• Provided options to submit feedback through conventional communication channels, including by post and telephone if necessary. • Directly mailed the community newsletter (February 2025) to all properties within the PCZ and provided details of how to access digital and paper copies of other documents and how to provide feedback by post, if needed. • Provided online engagement opportunities through the Project website and webinars to negate the need for travel. • Considered alternative formats on a case-by-case basis. • Held accessible face-to-face public information events at a variety of locations and times, across the route of the Project.

Group category	Methods used
	• Held webinar sessions for those with further questions, featuring a booking system which took into consideration individual needs.
People with hearing loss	• Provided a British Sign Language interpreter at one webinar, the recording of which was made available to view on the Project website.
Youth groups	• Provided online engagement and provided access to the Project website. • Social media and newspaper advertising across the PCZ, SCZ and further afield. • Held face-to-face public information events at a variety of location and times across the route of the Project. • Contacted local centres of education to offer engagement opportunities.
Carers and families with young children	• Directly mailed the community newsletter (February 2025) to all properties within the PCZ and provided details of how to access digital and paper copies of other documents and how to provide feedback by post if needed. • Provided options to engage through conventional and digital channels, to provide flexibility. • Held face-to-face public information events at a variety of locations and times across the route of the Project. • Provided online engagement opportunities through the Project website and webinars to negate the need for travel. • Social media and newspaper advertising across the PCZ, SCZ and further afield.
Economically inactive individuals	• Encouraged online engagement. • Social media and newspaper advertising across the PCZ, SCZ and further afield. • Offered options to engage through conventional and digital channels, to provide flexibility.
Geographically isolated individuals or communities	• Directly mailed the community newsletter (February 2025) to all properties within the PCZ and provided details of how to access digital and paper copies of other documents and how to provide feedback by post if needed. • Held face-to-face public information events at a variety of locations and times across the route of the Project. • Provided online engagement opportunities through the Project website and webinars to negate the need for travel. • Social media and newspaper advertising across the PCZ, SCZ and further afield.
Locally underrepresented minority ethnic groups	• Emailed community groups representing underrepresented minority ethnic groups to offer engagement opportunities.

Group category	Methods used
(such as black, Asian and minority ethnicity)	
People with English as an additional language	• Endeavoured to provide consultation materials in alternative languages, upon reasonable request.
Travellers	• Contacted community groups representing travellers to offer engagement opportunities. • Tried to engage with traveller communities through the local authorities, when liaison officers were available. • Social media and newspaper advertising across the PCZ, SCZ and further afield.
Digitally isolated	• Reached out by email or telephone to community groups representing digitally isolated groups to offer engagement opportunities. • Directly mailed the community newsletter (February 2025) to all properties within the PCZ, and provided details of how to access digital and paper copies of other documents and how to provide feedback by post if needed. • Advertised the consultation in traditional media such as local newspapers circulating in the PCZ and SCZ. • Provided paper copies of materials at local information points, along with contact details for the Project team, who were able to provide further assistance and send selected consultation documents to those who were unable to access the material online.

7.12 Adequacy of Consultation Milestone

7.12.1 In accordance with the NSIP planning process, the Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects guidance (MHCLG, 2024) and the Nationally Significant Infrastructure Projects: 2024 Pre-Application Prospectus (Planning Inspectorate, 2024), National Grid has provided the Planning Inspectorate with an AoCM report submitted on 15 July 2026, which is available on the Planning Inspectorate website[35]. The aim of the AoCM report was to provide the Planning Inspectorate with the following information in advance of the submission of the application for development consent:

- The consultation undertaken to date;
- How the approaches set out in the SoCC have been met; and
- A summary of the consultation responses and the way in which they are shaping the application.

[35] AoCM Report, published on the Planning Inspectorate website: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020034-000128-Adequacy%20of%20Consultation%20Report.pdf

7.12.2 As part of the preparation of the AoCM report, National Grid consulted with the host and neighbouring local authorities about the adequacy of consultation undertaken by National Grid to date and to demonstrate National Grid's compliance with the statutory provisions of the PA 2008, in line with the agreed SoCC.

7.12.3 On 1 April 2026 National Grid sent a letter via email to the host authorities, listed below, requesting feedback on the adequacy of consultation, requesting receipt of this by 30 April 2026. The letter included a table which set out the commitments made in the SoCC and how National Grid had complied with them in the delivery of the statutory consultation and any subsequent consultation.

- Bassetlaw District Council;
- East Riding of Yorkshire Council;
- North Lincolnshire Council; and
- Nottinghamshire County Council.

7.12.4 On 1 May National Grid sent a letter via email to the neighbouring authorities requesting feedback on the adequacy of consultation, requesting receipt of this by 1 June 2026. The letter contained the same information as that sent to the host authorities. The following neighbouring local authorities were consulted on the adequacy of consultation:

- Ashfield District Council;
- Bolsover District Council;
- City of Doncaster Council;
- City of York Council;
- Gedling District Council;
- Hull City Council;
- Mansfield District Council;
- Melton District Council;
- Newark and Sherwood District Council;
- North East Lincolnshire Council;
- North Kesteven District Council;
- North Yorkshire Council;
- Rotherham Metropolitan Borough Council;
- Rushcliffe District Council;
- South Kesteven District Council;
- West Lindsey District Council;
- Derbyshire County Council;
- Leicestershire County Council; and
- Lincolnshire County Council.

7.12.5 While Newark and Sherwood District Council was confirmed as a host authority during the statutory consultation and consulted with on the SoCC, due to ongoing design work and changes in the Order Limits, it is no longer directly impacted by the Project and is instead categorised as a neighbouring authority.

7.12.6 Feedback on the adequacy of consultation undertaken by National Grid to date was received from all host LPAs and four neighbouring authorities. The councils that provided feedback were:

- Bassetlaw District Council;
- East Riding of Yorkshire Council;
- North Lincolnshire Council;
- Nottinghamshire County Council;
- Newark and Sherwood District Council;
- West Lindsey District Council;
- North Kesteven District Council; and
- Rushcliffe Borough Council.

7.12.7 Chapter 7 (Table 7.1) of the AoCM report sets out the feedback received from the local authorities and National Grid's responses.

8. Responses to Statutory Consultation

8.1 Introduction

8.1.1 Statutory consultation was held between 18 February and 15 April 2025. It provided the opportunity for the public and stakeholders to see how the Project had evolved since the 2023 non-statutory and 2024 localised non-statutory consultations, and comment on further detailed engineering design and environmental assessment work.

8.1.2 The statutory consultation closed at 11:59pm on 15 April 2025.

8.1.3 Feedback on the Project could be provided through the questions and accompanying comment boxes in the consultation feedback questionnaire (submitted online or in hard copy), or otherwise through a bespoke response via email or letter.

8.1.4 A total of 473 feedback submissions were received during the consultation period from stakeholders and consultees, along with members of the local community. This comprised 270 feedback questionnaires (70 paper copies and 200 submitted online), 196 emails sent to the Project inbox, and seven letters.

8.1.5 Any feedback received via post up the 29 April 2025 was accepted. National Grid was to review and consider any feedback received after 29 April 2025 was to be considered as late feedback, however none was submitted.

8.1.6 All feedback received has been considered in the reporting process set out in section 8.5 to section 8.7 of this report.

8.1.7 The rest of Chapter 8 is structured as follows:

- **Section 8.2 Responses Received:** presents a summary of the numbers of responses received from the Section 42(1)(a), Section 42(1)(b), Section 42(1)(d) and Section 47 consultees who responded to the consultation.
- **Section 8.3 Summary of the Consultation Feedback Questionnaire:** contains a breakdown of the consultation feedback questionnaire and the types of questions asked.
- **Section 8.4 Summary of Approach to Analysis:** details the methodology and how responses to both open and closed questions were handled and analysed.
- **Section 8.5 Summary of Responses to Questions:** presents the questions asked in the consultation feedback questionnaire and discusses the results of the closed questions.
- **Section 8.6 Findings from the Statutory Consultation:** presents and discusses the feedback gathered through open questions on the consultation feedback questionnaire, or through other open response formats.
- **Section 8.7 Summary of Design Changes Made Following Feedback Received:** outlines the changes made to the Project following design change requests received during statutory consultation.

8.2 Responses Received

8.2.1 Responses were received from 35 Section 42(1)(a) consultees. A full list of the Section 42(1)(a) consultees who were consulted and those who responded can be found in Appendix E1 of this report. Responses from these consultees are presented in full and responded to in Appendix K of this report.

8.2.2 Responses were received from seven Section 42(1)(b) consultees. A full list of the Section 42(1)(b) consultees who were consulted on and those who responded can be found in Appendix E2 of this report.

8.2.3 The remaining responses were received from Section 42(1)(d) and Section 47 consultees, and include responses received from groups and individuals which National Grid committed in the SoCC to consult with (see paragraph 7.7.4). A full list of the non-prescribed consultees and stakeholder organisations who were consulted and those who responded can be found in Appendix H of this report. A full list of the Section 42(1)(d) consultees who were consulted and those who responded can be found in Appendix F of this report.

8.3 Summary of the Consultation Feedback Questionnaire

8.3.1 The consultation feedback questionnaire asked a total of 27 questions, including a mix of closed and open questions.

8.3.2 The feedback questionnaire can be found in Appendix H of this report and consisted of 19 sections as detailed in Table 8.1.

Table 8.1 – Questionnaire sections and question types

Section	Question	Type
Route Section 1 – Creyke Beck to Skidby	Q1	Open
Route Section 2 – Skidby to A63 dual carriageway	Q2	Open
Route Section 3 – A63 dual carriageway to River Ouse crossing	Q3	Open
Route Section 4 – River Ouse Crossing	Q4	Open
Route Section 5 – River Ouse Crossing to Luddington	Q5	Open
Route Section 6 – Luddington to M180 motorway	Q6	Open
Route Section 7 – M180 motorway to Graizelound	Q7	Open
Route Section 8 – Graizelound to Chesterfield Canal	Q8	Open
Route Section 9 – Chesterfield Canal to A620 east of North Wheatley	Q9	Open

Section	Question	Type
Route Section 10 – A620 east of North Wheatley to Fledborough	Q10	Open
Route Section 11 – Fledborough to High Marnham	Q11	Open
Pylons	Q12	Open
Birkhill Wood substation	Q13	Open
High Marnham substation	Q14	Open
Community Benefit	Q15	Open
General considerations	Q16	Open
Net Zero	Q17	Closed
	Q18	Open
	Q19 and Q20	Closed
	Q21	Open
About you	Contact details	Closed
	Q22	Closed (with option to provide further details)
	Q23, Q24, Q25 and Q26	Closed
Further comments	Q27	Open

8.3.3 The results of both the closed (quantitative) and open (qualitative) questions are detailed in sections 8.5 and 8.6 of this chapter respectively, with the latter accompanied by National Grid's responses.

8.4 Summary of Approach to Analysis

8.4.1 The responses to the closed questions were analysed and the outcome of this analysis is set out in section 8.5 of this chapter. Percentages have been rounded up or down (to the nearest whole number) so sometimes the totals do not equal 100%.

8.4.2 A coding framework was created to support analysis of the responses to open questions in the consultation feedback questionnaire, and all longform feedback presented in letters and emails. All responses, regardless of their origin, were individually analysed by the Project team and assigned codes based on the content the response(s) provided. The process by which these responses were analysed and coded is set out below.

Step 1 – Collating feedback

8.4.3 All responses were fully redacted to ensure confidentiality of addresses and contact details.

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

Step 2 – Identification of section/geographical location

8.4.5 The feedback analysis sought to identify the section of the proposed route/geographical location to which each comment within a response corresponded to, where possible. This step determined where feedback is presented in this report.

8.4.6 Feedback on specific sections or geographical locations are presented in Tables 8.2 to 8.12. Where feedback did not correspond to a specific location, it was identified as 'general' feedback and is presented in Table 8.13.

Step 3 – Identification of overarching themes

8.4.7 Responses to open questions were analysed using a coding framework that grouped comments into overarching themes (such as 'Construction' and 'Ecology and Biodiversity'), enabling the large volume of feedback to be robustly summarised.

8.4.8 If a response discussed several themes, multiple overarching themes could be assigned to an individual piece of feedback, to help ensure all the consultee's points were considered. This determined which thematic group the comment would be presented within this report.

Step 4 – Identification of the topic/summary

8.4.9 Following the identification of all the main themes contained within a response, the 'topic' associated with each identified theme was then assigned. The topic was specific to the individual comments raised in the response and aimed to capture what a respondent was concerned about or supportive of.

8.4.10 The topics created were initially based on issues raised during the non-statutory consultation stage and experience of previous projects of a similar nature. Where required, additional topics were added to the framework as feedback was received, and existing topics amended as needed.

8.4.11 The thematic analysis allowed grouping of common themes, statements, and feedback for specific locations to enable a structured and organised report. Throughout this process, the detail of comments was not lost.

8.4.12 As required by the Planning Inspectorate Advice on the Consultation Report (Planning Inspectorate, August 2024), a checking system was put in place to help ensure that comments were correctly identified and grouped. A full Project brief and training was provided to the analysis team to help ensure that they understood the coding framework and how to apply classification categories to responses, as well as daily calls to discuss comments or to check coding. Quality assurance checks were undertaken by a senior analyst on a minimum of 10% of the data to help ensure that responses were accounted for and analysed correctly and consistently.

8.4.13 Summary tables have been separated by Project Route Section, and within each Route Section's summary table, topics are grouped into their relevant themes. These are presented in section 8.6 of this report, alongside National Grid's regard to those comments. For similar analyses of previous phases of consultation, please see Appendix B of this report for responses received to the 2023 non-statutory consultation and 2024 localised non-statutory consultation. Please see Chapter 9 of this report for a summary of the responses received to the further landowner consultation and National Grid's regard had to those comments.

8.5 Summary of Responses to Questions

8.5.1 This section summarises the questions on the feedback questionnaire (see Table 8.1). It also presents a summary of responses to quantitative questions, and indicates where summaries of responses to qualitative questions can be found in this report.

8.5.2 National Grid has had regard to the feedback provided through the response questions, using these to help guide understanding of public sentiment and the key areas of interest as the proposals have been further developed.

Question 1

8.5.3 In relation to Route Section 1: Creyke Beck to Skidby, Question 1 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.4 A list of key Project features was provided for Route Section 1: Creyke Beck to Skidby.

8.5.5 A total of 40 respondents answered Question 1. Responses to the points raised through this question, and other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.2 of this report.

Question 2

8.5.6 In relation to Route Section 2: Skidby to A63 dual carriageway, Question 2 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.7 A list of key Project features was provided for Route Section 2: Skidby to A63 dual carriageway.

8.5.8 A total of 49 respondents answered Question 2. Responses to the points raised through this question, and other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.3 of this report.

Question 3

8.5.9 In relation to Route Section 3: A63 dual carriageway to River Ouse crossing, Question 3 of the feedback questionnaire (Appendix H of this report) asked respondents:

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

8.5.10 A list of key Project features was provided for Route Section 3: A63 dual carriageway to River Ouse crossing.

8.5.11 A total of 42 respondents answered Question 3. Responses to the points raised through this question, and other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.4 of this report.

Question 4

8.5.12 In relation to Route Section 4: River Ouse crossing, Question 4 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.13 A list of key Project features was provided for Route Section 4: River Ouse crossing.

8.5.14 A total of 37 respondents answered Question 4. Responses to points raised through this question, and other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.5 of this report.

Question 5

8.5.15 In relation to Route Section 5: River Ouse crossing to Luddington, Question 5 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.16 A list of key Project features was provided for Route Section 5: River Ouse Crossing to Luddington.

8.5.17 A total of 26 respondents answered Question 5. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.6 of this report.

Question 6

8.5.18 In relation to Route Section 6: Luddington to M180 motorway, Question 6 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.19 A list of key Project features was provided for Route Section 6: Luddington to M180 motorway.

8.5.20 A total of 51 respondents answered Question 6. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.7 of this report.

Question 7

8.5.21 In relation to Route Section 7: M180 motorway to Graizelound, Question 7 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.22 A list of key Project features was provided for Route Section 7: M180 motorway to Graizelound.

8.5.23 A total of 58 respondents answered Question 7. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.8 of this report.

Question 8

8.5.24 In relation to Route Section 8: Graizelound to Chesterfield Canal, Question 8 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.25 A list of key Project features was provided for Route Section 8: Graizelound to Chesterfield Canal.

8.5.26 A total of 41 respondents answered Question 8. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.9 of this report.

Question 9

8.5.27 In relation to Route Section 9: Chesterfield Canal to A620 east of North Wheatley, Question 9 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.28 A list of key Project features was provided for Route Section 9: Chesterfield Canal to A620 east of North Wheatley.

8.5.29 A total of 48 respondents answered Question 9. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.10 of this report.

Question 10

8.5.30 In relation to Route Section 10: A620 east of North Wheatley to Fledborough, Question 10 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.31 A list of key Project features was provided for Route Section 10: A620 east of North Wheatley to Fledborough.

8.5.32 A total of 93 respondents answered Question 10. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.11 of this report.

Question 11

8.5.33 In relation to Route Section 11: Fledborough to High Marnham, Question 11 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the following within this Route Section?*'

8.5.34 A list of key Project features was provided for Route Section 11: Fledborough to High Marnham.

8.5.35 A total of 27 respondents answered Question 11. Responses to points raised through this question, and any other open written feedback relevant to this section, have been summarised in Section 8.6, Table 8.12 of this report.

Question 12

8.5.36 In relation to proposals concerning pylon design, Question 12 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on our proposal to take forward a standard lattice pylon or the pylon options considered?*'

8.5.37 Respondents were directed to the relevant consultation documents where detail on pylon types was provided.

8.5.38 A total of 94 respondents answered Question 12. Responses to points raised through this question, and any other open written feedback relevant to pylon design, have been summarised throughout section specific tables in Section 8.6, and in non-section specific feedback found in Table 8.13.

Question 13

8.5.39 In relation to the Birkhill Wood Substation proposals, Question 13 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the proposals for the Birkhill Wood substation?*'

8.5.40 Respondents were directed towards the relevant consultation documents where detail on the Birkhill Wood Substation was provided.

8.5.41 Following the statutory consultation on the Project in 2025, a decision was taken to remove the proposed 400 kV Birkhill Wood Substation and associated works from the Project. Feedback received as part of the statutory consultation was shared with the National Grid substation project teams, and representatives from those projects attended the Project's statutory consultation events to help ensure a cohesive message across projects. This decision was communicated in a Community Update newsletter in January 2026.

Question 14

8.5.42 In relation to the High Marnham Substation proposals, Question 14 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you have any comments on the proposals for the High Marnham substation?*'

8.5.43 Respondents were directed towards the relevant consultation documents where detail on the High Marnham Substation was provided.

8.5.44 Following the statutory consultation on the Project in 2025, a decision was taken to remove the proposed 400 kV High Marnham Substation and associated works from the Project. Feedback received as part of the statutory consultation was shared with the National Grid substation project teams, and representatives from those projects attended the Project's statutory consultation events to help ensure a cohesive message across projects. This decision was communicated in a Community Update newsletter in January 2026.

Question 15

8.5.45 In relation to Community Benefit, Question 15 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*National Grid believes communities that host new electricity transmission infrastructure should benefit from doing so. We want to deliver programmes that support the local community and wider region, and deliver social, economic and environment improvements. Do you have any suggestions you would like to share?*'

8.5.46 A total of 118 respondents answered Question 15. Responses to points raised through this question, and any other open written feedback relevant to Community Benefit, have been summarised throughout section specific tables in Section 8.6, and in non-section specific feedback found in Table 8.13.

Question 16

8.5.47 Within a *General Considerations* section of the feedback questionnaire, Question 16 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Is there anything else you would like us to consider as we develop our proposals? Please provide details below.*'

8.5.48 A total of 92 respondents answered Question 16. Responses to Question 16 contained a mixture of non-section specific and section specific feedback and a variety of headline themes. Many responses contained non-specific design comments, such as requests to underground the whole route and run the route offshore. Other route-wide comments included concerns relating to construction including the nature of road infrastructure along the route, and a general concern for visual impact to countryside along the route.

8.5.49 Other responses referred to specific locations and displayed a mixture of comments, which ranged from requests to avoid certain villages along the route, the nature of consultations in certain areas and requests involving local amenities.

8.5.50 Responses to points raised through this question have been summarised throughout the tables in Section 8.6 of this report.

Question 17

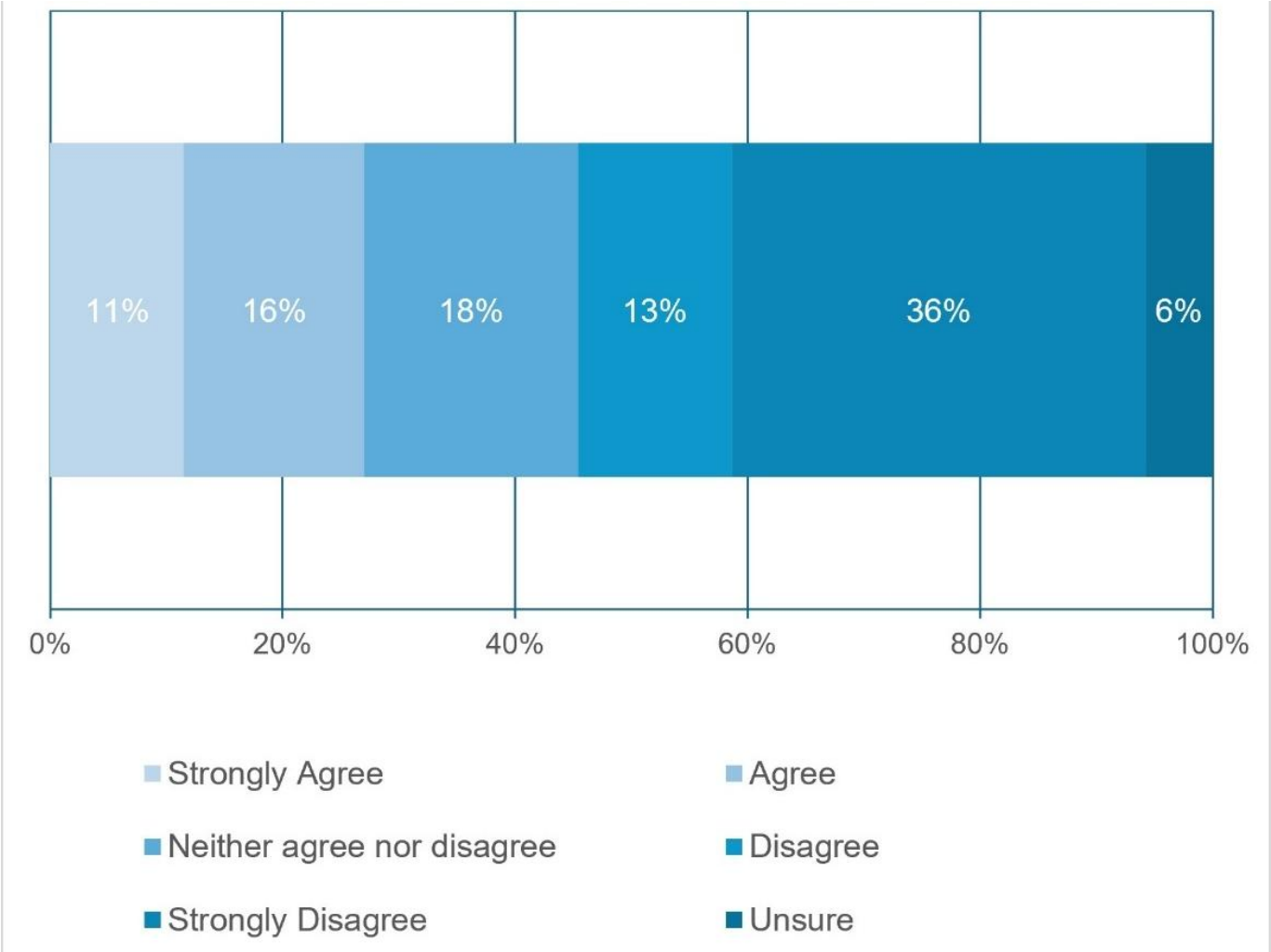
8.5.51 Question 17 of the feedback questionnaire (Appendix H of this report) asked respondents:

'Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for North Humber to High Marnham?'

8.5.52 Respondents could select one of six options: Strongly agree; Agree; Neither agree nor disagree; Disagree; Strongly agree; and Unsure.

8.5.53 A total of 175 respondents answered Question 17, see Image 8.1. The most frequently selected option was 'Strongly disagree', with 36% of those that responded selecting this option. The second most frequently selected option was 'Neither agree nor disagree', with 19% of responses selecting this option. The least frequently selected option was 'Unsure', with 6% selecting this option.

Image 8.1 - Question 17: Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for North Humber to High Marnh



Question 18

8.5.54 Question 18 of the feedback questionnaire (Appendix H of this report), in relation to Question 17, asked respondents:

'*Please use this space, if you wish, to explain the reasons for your answer. Please do not provide details which may reveal any political affiliation(s) you may have.*'

8.5.55 A total of 80 respondents answered Question 18. Responses to points raised through this question have been summarised throughout section 8.6. Negative sentiment includes comparison between UK emissions and bigger polluters and the UK's share of global emissions, the cost to the public and the infeasibility of meeting net zero emissions.

8.5.56 Those responses which did show agreement with the needs case for the Project showed support for net zero and the need to build a diverse energy mix. Many of these responses, whilst showing this support, highlighted that it remained necessary to also safeguard the features of historic natural environments. Another common feature of these responses included references to alternative methods to meet the UK's energy targets, such as nuclear.

Question 19

8.5.57 Question 19 of the feedback questionnaire (Appendix H of this report) asked respondents to rank their level of concern with two statements:

'How concerned are you about the following:

The effect of climate change/global warming on your life, (and)

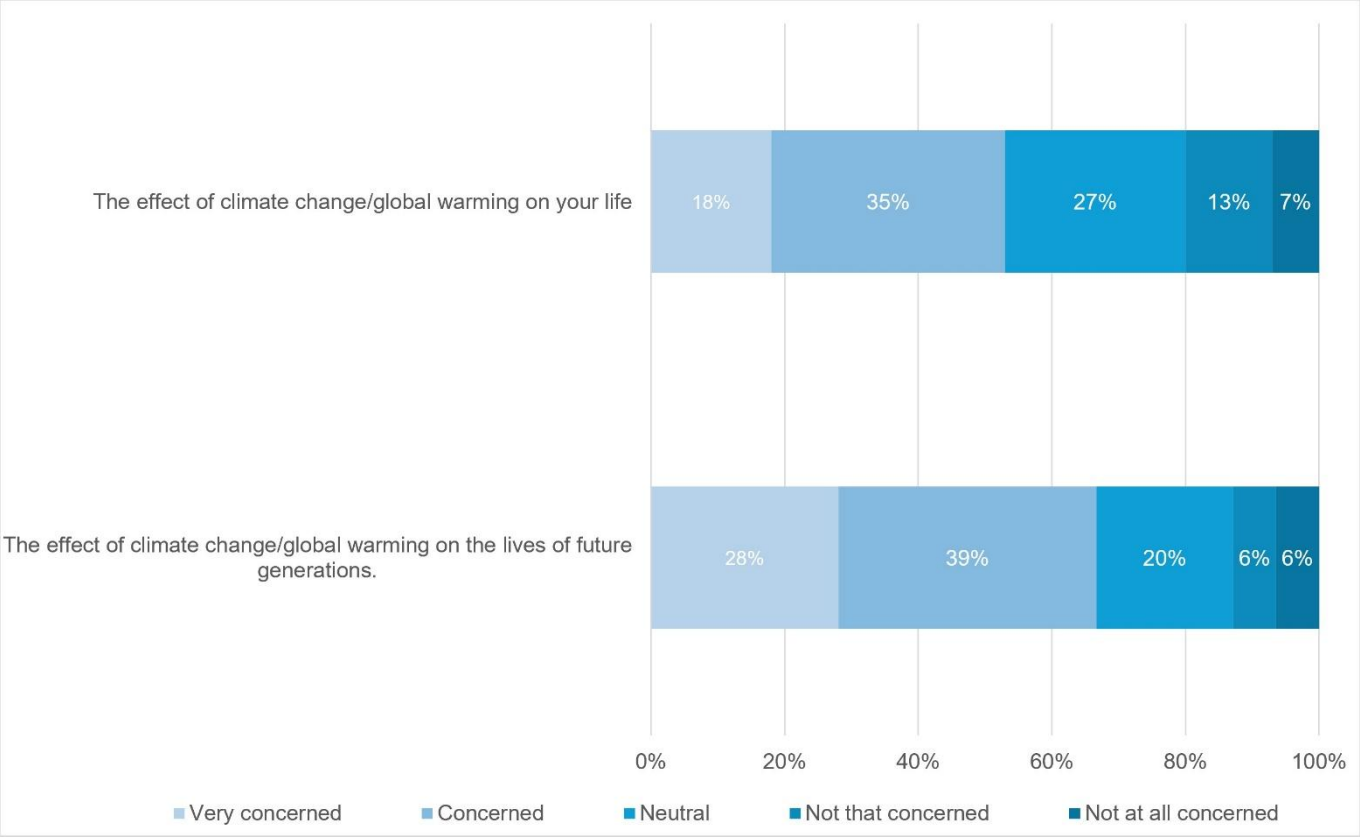
The effect of climate change/global warming on the lives of future generations?'

8.5.58 Respondents could select one of five options for each statement: Very concerned; Concerned; Neutral; Not that concerned; and Not at all concerned.

8.5.59 A total of 173 respondents answered Question 19, see Image 8.2. The most frequently selected option for the statement 'The effect of climate change/global warming on your life' was 'Concerned', with 35% of respondents selecting this option. The second most selected option was 'Neutral', which comprised 27% of the responses.

8.5.60 The most frequently selected option for the statement 'The effect of climate change/global warming on the lives of future generations' was 'Concerned', which comprised 39% of responses to this question. The second most frequently selected option was 'Very concerned', totalling 28% of answers.

Image 8.2 Question 19: How concerned are you about the following: The effect of climate change/global warming on your life, (and) The effect of climate change/global warming on the lives of future generations?



Question 20

8.5.61 Question 20 of the feedback questionnaire (Appendix H of this report) asked respondents to record the level to which they agreed or disagreed with each of the four provided statements within the question:

'How much do you agree or disagree with the following statements:

The UK meeting its target of net zero carbon emissions by 2050 is important to you;

With the growth of renewable energy generation and interconnection in the north of England and the Midlands, reinforcing this network to transport this energy to where it is needed is most important;

Having domestic energy sources and the associated infrastructure will help increase the UK's energy security; (and)

Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas?'

8.5.62 Respondents could select one of six options: Strongly agree; Agree; Neither agree nor disagree; Disagree; Strongly disagree; and Unsure.

8.5.63 A total of 177 respondents answered Question 20, see Image 8.3.

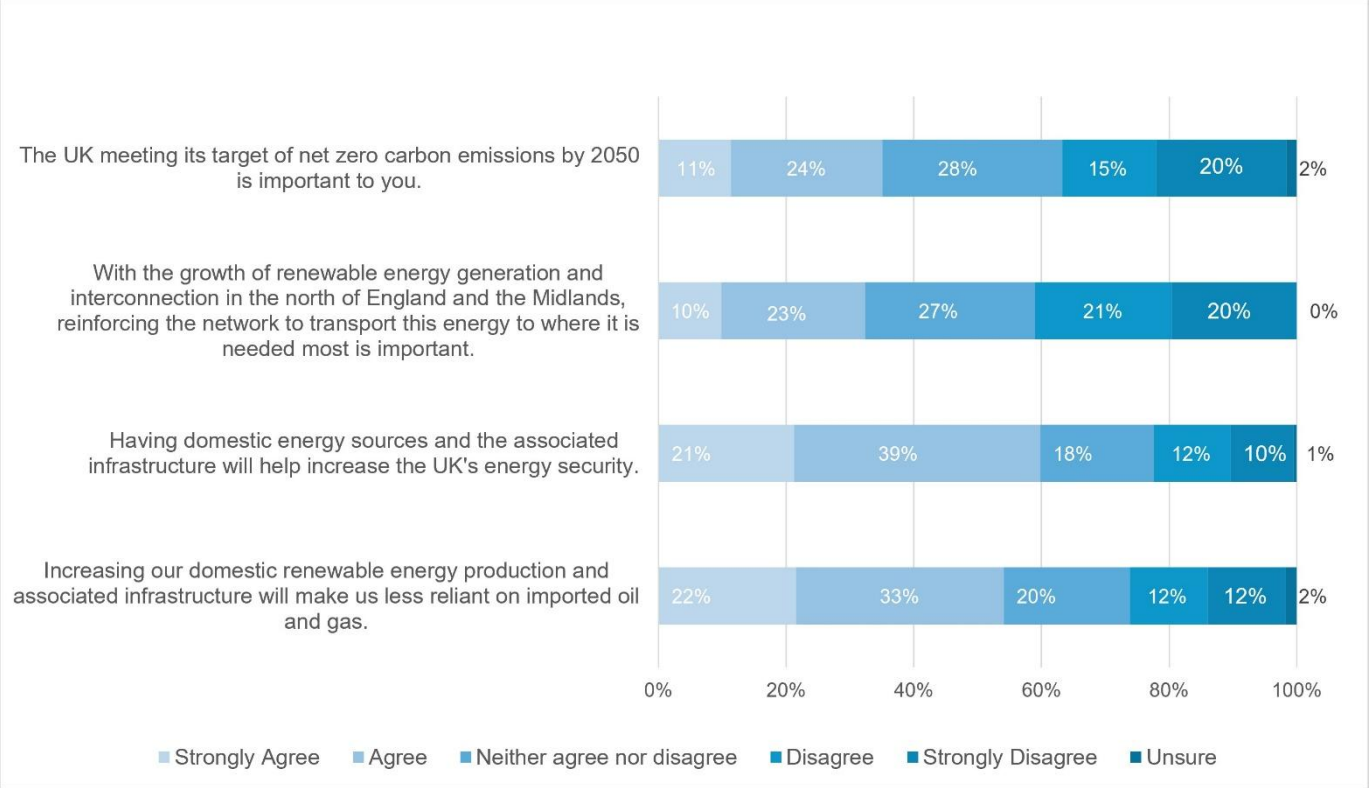
8.5.64 The most frequently selected option for the statement 'The UK meeting its target of net zero carbon emissions is important to you' was 'Neither agree nor disagree', amounting to 28% of responses. Following this, 'Agree' was selected second most frequently in relation to this statement, comprising 24% of responses.

8.5.65 The most frequently selected option for the statement 'With the growth of renewable energy generation and interconnection in the north of England and the Midlands, reinforcing this network to transport this energy to where it is needed is most important' was 'Neither agree nor disagree', totalling 27% of results. The second most frequently selected option in relation to the statement was 'Agree', with 23% of respondents selecting this option.

8.5.66 The most frequently selected option for the statement 'Having domestic energy sources and the associated infrastructure will help increase the UK's energy security' was 'Agree', which accounted for 39% of responses. The second most frequently chosen option was 'Strongly agree', which totalled 21% of the responses to this part of the question.

8.5.67 The most frequently selected option for the statement 'Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas' was 'Agree', comprising 33% of responses. The second most frequently selected option was 'Strongly agree', with 22% of respondents selecting this option.

Image 8.3 – Question 20: How much do you agree or disagree with the following statements?



Question 21

8.5.68 Question 21 of the feedback questionnaire, in relation to Question 19 and Question 20, asked respondents:

'*Please use this space, if you wish, to explain the reasons for your answers.*'

8.5.69 A total of 78 respondents answered Question 21. Responses to points raised through this question are summarised throughout section 8.6, Table 8.2 to Table 8.13. They demonstrate that there is a general recognition of the importance of combatting climate change, but that this should be accomplished through less invasive measures, which have less of an impact on communities and the environment. Such responses highlighted alternative energy sources such as nuclear and that, if the overhead lines were buried underground, the justification for the Project in response to the statements listed would be further validated.

8.5.70 The focus of more critical responses highlighted issues concerning net zero, many of which discussed the proportionately smaller contributions of the UK to global emissions in comparison to other countries. Other responses stressed the unreliability of renewable energy sources, and that the emphasis on clean energy infrastructure projects is overrunning local communities.

Question 22

8.5.71 Question 22 of the feedback questionnaire (Appendix H of this report) asked respondents:

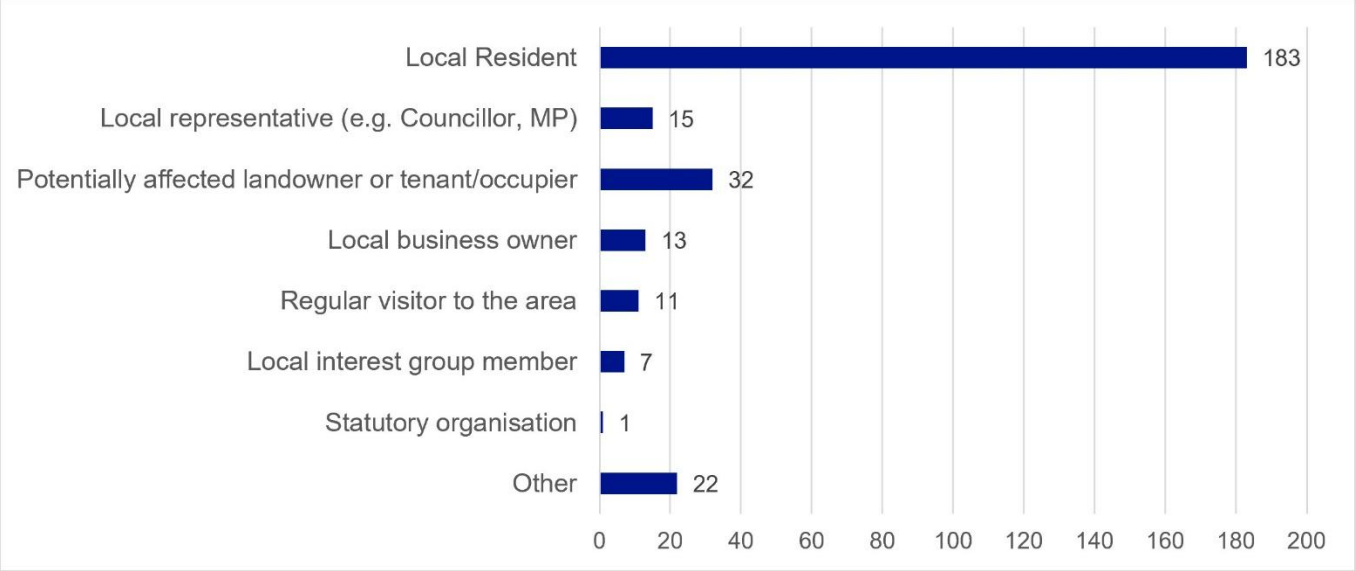
How would you describe your interest in the North Humber to High Marnham Project?'

8.5.72 Respondents could select one or more of the following options: Local resident; Local representative (e.g. Councillor, MP); Potentially affected landowner or tenant/occupier; Local business owner; Regular visitor to the area; Local interest group member; Statutory organisation; and Other.

8.5.73 Where further information would be relevant, such as a landowner reference number or the name of a statutory organisation or interest group, respondents were encouraged to record this information below to give context to their responses.

8.5.74 A total of 218 respondents answered Question 22, see Image 8.4. The most frequently selected response was 'Local resident', with a total of 183 respondents selecting this option. The second most frequently selected response was 'Potentially affected landowner or tenant/occupier', selected by 32 respondents. Third most frequently selected was 'Other' (22), which included renewable energy developers, parish councillors, farmers and having family in the area. Less frequently selected responses included 'Local representative' (15), 'Local business owner' (13), 'Regular visitor to the area' (11) and 'Local interest group member' (7). The least frequently selected response was 'Statutory organisation', at just one response.

Image 8.4 – Question 22: How would you describe your interest in the North Humber to High Marnham project?



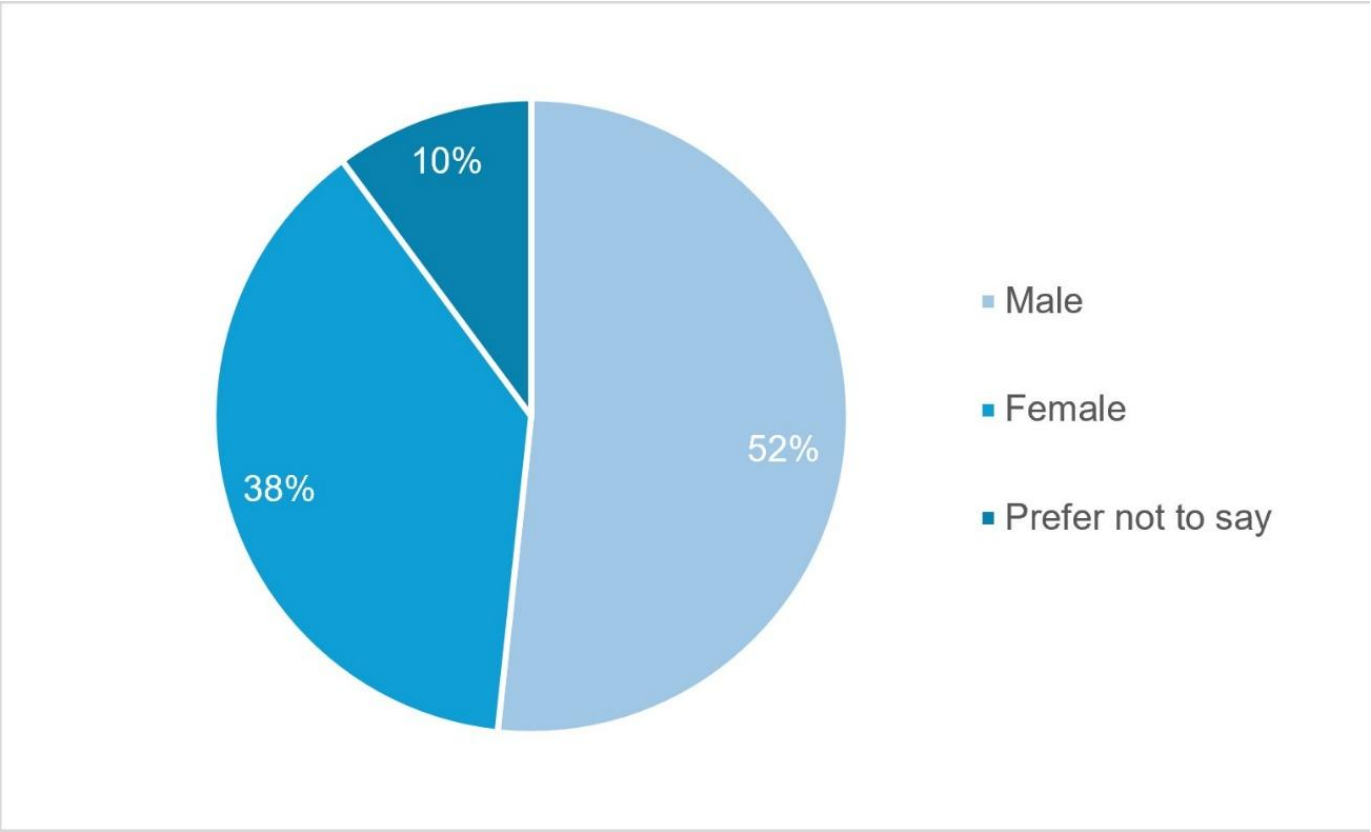
Question 23

8.5.75 Question 23 of the feedback questionnaire (Appendix H of this report) asked respondents:

What is your gender?'

8.5.76 A total of 207 respondents answered Question 23, see Image 8.5. 52% of responses were from males, and 38% of responses came from females. None of the respondents described themselves as 'non-binary', and the remaining 10% of respondents chose not to provide their gender.

Image 8.5 Question 23: What is your gender?



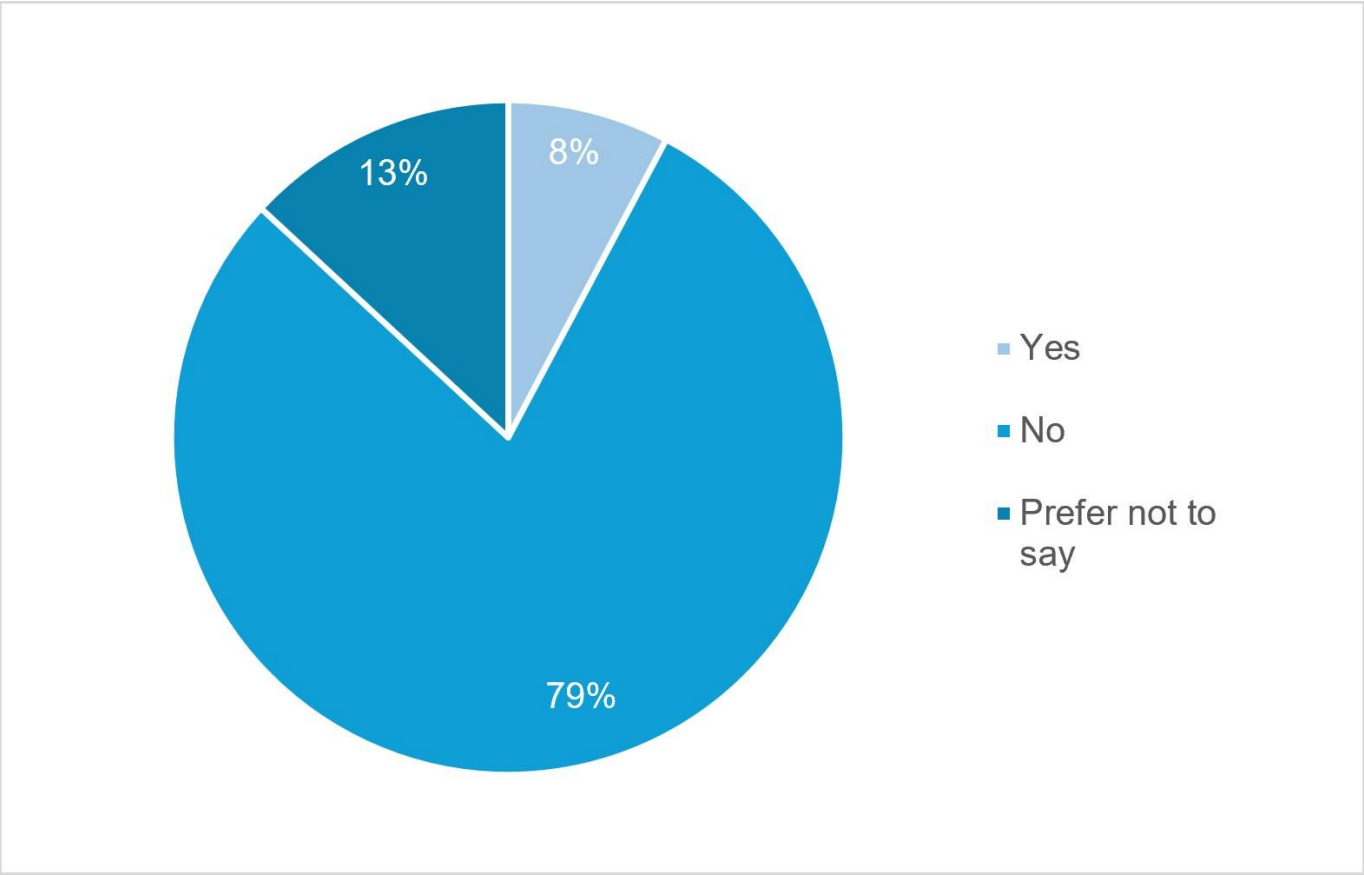
Question 24

8.5.77 Question 24 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Do you consider yourself to be a person with a disability?*'

8.5.78 A total of 206 respondents answered Question 24, see Image 8.6. The majority of respondents (79%) to the question answered 'No', whilst a small percentage of respondents (8%) answered 'Yes'. The remaining 13% of respondents preferred not to answer.

Image 8.6 – Question 24: Do you consider yourself to be a person with a disability?



Question 25

8.5.79 Question 25 of the feedback questionnaire (Appendix H of this report) asked respondents:

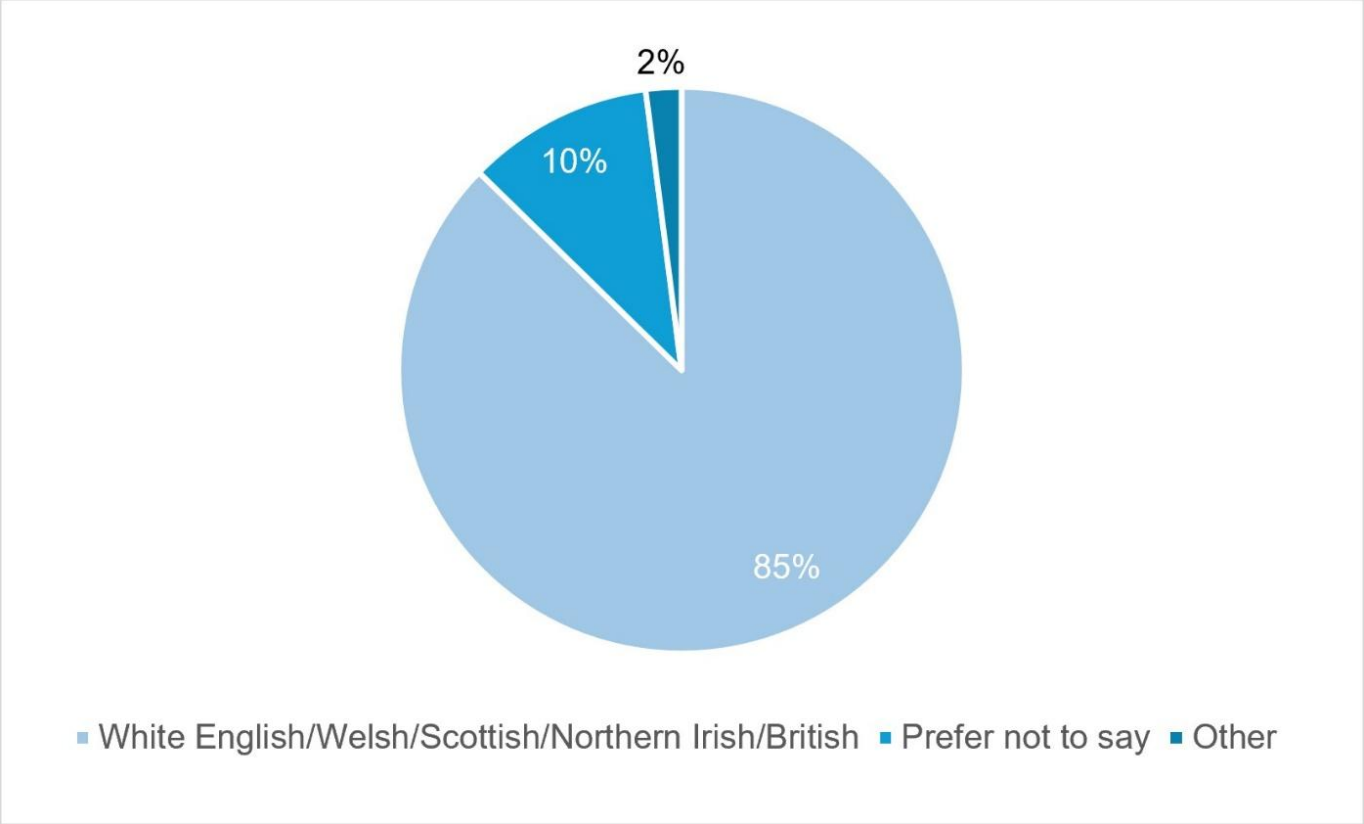
'*How would you describe your ethnic background?*'

8.5.80 A total of 202 respondents answered Question 25, see Image 8.7. Most respondents recorded that they were 'White English/Welsh/Scottish/ Northern Irish/British' (85%). This was followed by 'Other' (2%), and 10% of respondents did not wish to state their ethnic background.

8.5.81 Less than 1% of respondents indicated the following ethnic backgrounds:

- Any other Mixed or Multiple ethnic background;
- Any other White background;
- Black African;
- Black British; and
- Gypsy or Irish Traveller.

Image 8.7 – Question 25: How would you describe your ethnic background?



Question 26

8.5.82 Question 26 of the feedback questionnaire (Appendix H of this report) asked respondents:

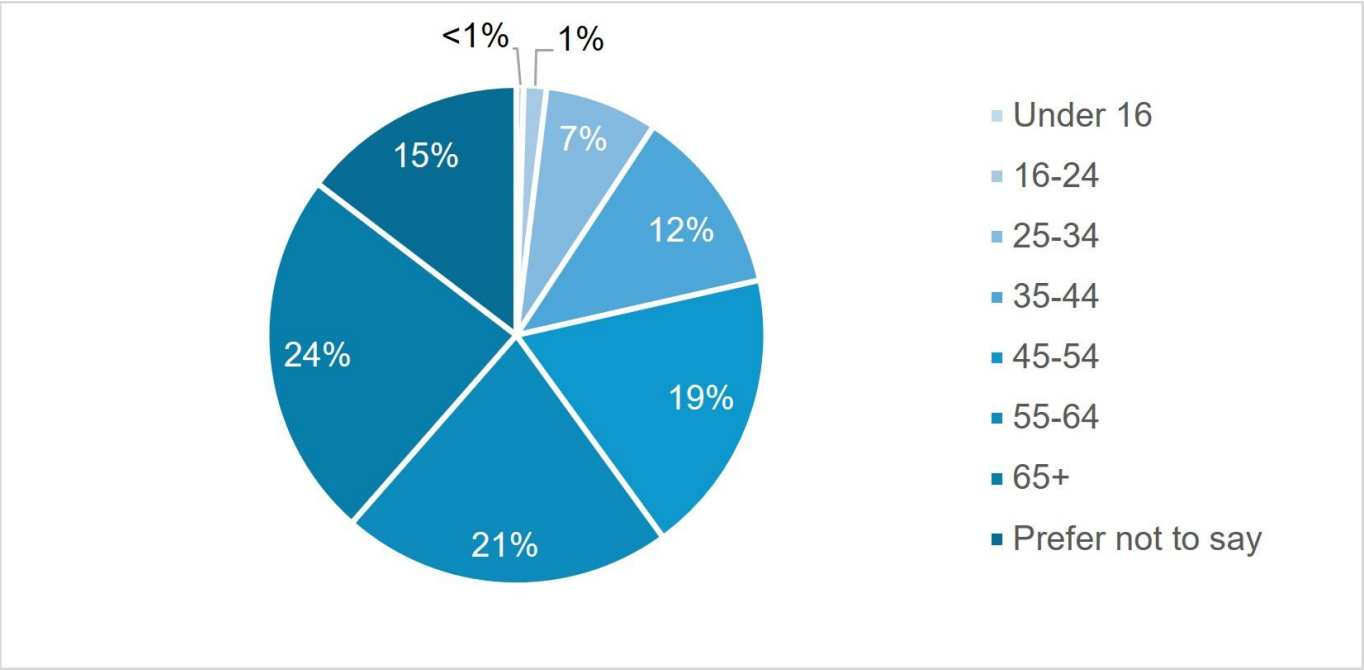
What is your age?'

8.5.83 Respondents were presented with seven age bands to select from in response to Question 26.

8.5.84 A total of 205 respondents answered Question 26, see Image 8.8. The most selected age band was the 65+ age band, totalling 24% of responses. Following this, 21% of respondents were from the 55-64 age band. The 45-54 age band comprised 19% of responses, followed by 35-44 with 12% of responses.

8.5.85 The least represented age bands were those aged under 16 (<1%), followed by 16-24 (1%) and lastly 25-34 (7%). 15% of respondents chose not to express their age.

Image 8.8 – Question 26: What is your age?



Question 27

8.5.86 Question 27 of the feedback questionnaire (Appendix H of this report) asked respondents:

'*Please provide any further comments you may have*'

8.5.87 A total of 30 respondents answered Question 27. Responses to Question 27 contained a mixture of non-section specific and section specific feedback and a variety of headline themes. Responses to points raised through this question have been summarised throughout section specific tables in section 8.6, and in non-section specific feedback found in Table 8.13.

8.6 Findings from the Statutory Consultation

8.6.1 National Grid has complied with Section 49 of the PA 2008 by demonstrating in this chapter that it has had regard to every relevant response received at statutory consultation and the comments raised. This Consultation Report has also been prepared in fulfilment of Section 37(3)(c) of the PA 2008.

8.6.2 This section presents and discusses the feedback gathered via the open questions on the feedback questionnaire, or via other open formats provided by respondents (e.g. letters/emails), and how National Grid has considered or addressed it.

8.6.3 This section begins by identifying themes and topics which have emerged from the analysis of the feedback not attributable to a specific Route Section, which give a high-level understanding of the primary areas of interest and/or concern amongst respondents. All responses, regardless of their origin (including those received after the consultation period), were analysed using the methodology as described in section 8.4 of this report.

8.6.4 Each row in the feedback tables contains a unique reference number, 'X' marks to indicate which stakeholder type the feedback came from (Section 42(1)(a), (b), (d) or Section 47), and whether a change to the design has been made, including reasons why changes have, or have not, been made.

8.6.5 National Grid's responses to consultation feedback are drafted with reference to the route option or alignment proposed in the relevant stage of consultation. In respect of the statutory consultation (2025) and further landowner consultation (2026) responses, this is the alignment shown on **Application Document 2.4 Works Plans** in the DCO application. Save for the commitments within **Application Document 7.2 Outline Code of Construction Practice**, which expressly secure the position of certain specified pylons on the alignment, the alignment shown on the Works Plans is subject to limits of deviation as specified in **Application Document 3.1 Draft Development Consent Order** that is provided with the DCO application.

Route Section-Specific Feedback and National Grid's Response

Route Section 1: Creyke Beck to Skidby

Table 8.2 – Summary of consultee feedback and National Grid's response for Route Section 1: Creyke Beck to Skidby

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.2.1	Access routes must be carefully considered, to avoid impacts on existing and proposed routes and facilities, with specific reference to a specified property and the proposed Creyke Beck Solar Farm.			X		A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Traffic and Transport and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. National Grid recognise that in this location coordinated working arrangements are required with Creyke Beck Solar Farm and the specified residential property. Through Project refinement land take in this location has been minimised to reduce interactions with the Solar Farm proposals and more specifically the solar panel infrastructure as provided by the developer. Operational and Maintenance and third-party access routes have been rationalised to use existing tracks and the proposed solar farm tracks where possible and avoid the panel locations. The temporary construction haul road has been designed to minimise the impact of the interaction with Creyke Beck Solar Farm. Impacts on both Creyke Beck Solar and the specified residential property have been assessed within the Environmental Statement.	
8.2.2	Concern about lack of information about the proposed construction				X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	access around a specified property and potential impact on neighbouring properties.					appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. The level of detail provided at statutory consultation was that which was appropriate for the stage of the Project. The Preliminary Environmental Information Report presented at Statutory Consultation provided detail on the construction access routes in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** which was available in the project website document library in hard copies available at our public information events and local information points. Construction access to the Project in Route Section 1 is taken directly off the A1079 and during construction will utilise the temporary haul road, with no access taken from or around the specified property or neighbouring properties. The Project will also utilise an access road which is being constructed for the extension Creyke Beck Substation site, known as Wanlass Beck substation (and previously known as Birkhill Wood – see Section 1.2 and Section 3.3 above) in order to reduce impacts locally. Detail on the Project's construction access routes is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed.	
Consultation							
8.2.3	Impacted residents have not been consulted.			**X**		As part of the statutory consultation, National Grid published a Statement of Community Consultation (SoCC) setting out how it would engage with communities. In preparing the SoCC, National Grid sought feedback from the local authorities the Project would be located in and had regard to this feedback prior to finalising the SoCC. National Grid	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						carried out the statutory consultation in accordance with the SoCC and in line with the relevant legislation and guidance. Some of the tools National Grid used to raise awareness and provide information on the proposals during the consultation included: • writing to all residential and businesses addresses within 1 km of the Project's Order Limits with a newsletter advertising the statutory consultation and the different ways that those interested could take part and submit feedback; • writing to a range of prescribed and non-prescribed consultees, including parish councils and elected officials; • holding nine public information events along the route, with two held in Route Section 1 at Cottingham (26 March 2025) and South Cave (14 March 2025); • holding six webinars held during March 2025, including a General Route Overview with British sign language (BSL) interpreter, and a Route Sections 1, 2 and 3: Creyke Beck – River Ouse crossing specific webinar held on 6 March 2025; • publishing a Project website (providing access to plans, visualisations, background and technical documents); • making available paper copies of information about the proposals at Local Information Points displaying hard copy consultation materials, with venues in Route Section 1 being Beverley Library and South Cave Library; • placing Section 47 notices to advertise the consultation in the Hull Daily Mail and Yorkshire Post; • placing Section 48 notices to advertise the consultation in the Hull Daily Mail, Yorkshire Post, The Guardian, and The London Gazette; • issuing a press release publicising the consultation and how the community could get involved issued ahead of the consultation to a wide distribution list, which was agreed via the SoCC process; and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• placing targeted social media advertising on Facebook and Instagram.	
8.2.4	Requests for response to proposed design changes and compensation requests if design changes are not possible.			X		National Grid has carefully considered all suggestions for changes to the design of the Project when reviewing consultation feedback. Some of the key factors it has considered when doing this include: • The feasibility of the suggested change – are there engineering, environmental or socio-economic constraints (such as geography, ground conditions, existing development and ecological designations) that impact the viability of the suggested change? • Planning policy and other guidance – does the suggested change comply with planning policy and other guidance? Examples of policy and guidance that National Grid consider when developing proposals include the Government's national policy statements and the Holford Rules, which are guiding principles on how to route new overhead lines. • National Grid's statutory duties – is the suggested change compliant with our legal duties to develop proposals in a manner that is economic and efficient? As new electricity infrastructure is paid for by electricity bills, National Grid must minimise the cost to consumers. Additionally, where consultation feedback included a request to make a change to the proposals that had already been considered at an earlier stage of consultation, National Grid has reviewed its previous work to confirm that the conclusions reached remain accurate. After all relevant factors have been considered, National Grid has decided whether to incorporate suggested change into its proposals on a case-by-case basis. This Consultation Feedback report has summarised the requests National Grid received to change its proposals, including whether the changes were implemented or not and why.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Compensation claims are considered on a case-by-case basis. Particular matters can also be written into voluntary land agreements. National Grid and our appointed land agents, Dalcour Maclaren, will be meeting with affected landowners to discuss the Project in more detail, as the Project progresses.	
8.2.5	Staff at the Cottingham event were not able to confirm the minimum stand-off distance between a gas pipeline and pylon.			X		Where a particular query was not able to be responded to straight away at a consultation event, a commitment was made to respond directly following the event. In the case of stand-off distances between high voltage overhead lines and gas pipelines, these are determined on a case-by-case basis and through consultation with the relevant asset owner/operator. National Grid is actively consulting with asset owners that interact with the Project with protective provisions being agreed. Final stand-off distances will be confirmed during the design phase of the Project, following consent, to ensure the safe operation, maintenance and integrity of both the proposed infrastructure and existing utility assets.	
8.2.6	A justification is needed for the chosen corridor as it potentially interferes with other renewable energy projects.			X		National Grid recognises that there are a number of energy-related developments proposed in the Creyke Beck area. During the design phase of the Project National Grid has taken into consideration interactions with existing and planned developments in the vicinity of the Project and has sought to engage with developers and landowners to enable a coordinated design approach. **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects** provides an assessment of effects arising with other developments and **Application Document 5.11 Interrelationships Document** sets out how relationships with existing and planned infrastructure have been and will continue to be considered as part of the Project's design and construction should development consent be granted. Deciding where and how to build new high voltage electricity lines is complex. National Grid has presented strategic options for routeing and siting of the Project in the published **Application Document 7.17**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Corridor Preliminary Routeing and Siting Study (CPRSS) providing justification for the chosen corridor. These documents were presented at non-statutory consultation and remained on the website document library during statuary consultation. Where possible, National Grid has sought to route the new overhead line in close parallel to existing overhead lines, thereby keeping transmission infrastructure together and reducing the potential for adverse visual, environmental, and socio-economic impacts. However, in some cases it is appropriate to deviate away from existing infrastructure to avoid constraints and reduce the potential for adverse cumulative impacts with existing overhead lines and other infrastructure. The process of options appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting), which provides a thorough, consistent, and transparent framework to inform the appraisal of Project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option, utilising the information available at the time. This approach is compliant with National Grid's statutory duties to be economic and efficient and to have regard to amenity. It also aligns with national policy and guidance, which it is required to consider as it develops its proposals.	
8.2.7	The Project has not carried out meaningful consultation with developers regarding other planned infrastructure projects in the area.			X		Existing and planned development has been taken into account when considering the Project design. Throughout the design development process, National Grid has been undertaking regular and continuous monitoring of live planning applications and engaged with other developers who are proposing development in proximity of the Project to understand their requirements. With regard to multiple developments impacting specific areas and/or receptors, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development being	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented as part of **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects**. In addition to the engagement that National Grid has carried out with various third-party developers throughout the development of its proposals, as part of the statutory consultation it specifically sought feedback from a series of third-party developers in the vicinity of its plans in Route Section 1 whom it had identified as non-prescribed consultees. **Application Document 5.11 Interrelationship Document** provides detail on how National Grid has had consideration for other planned infrastructure projects in the area.	
Design							
8.2.8	Suggestion that overhead lines should be routed underground in Route Section 1.				**X**	National Grid has carefully considered the feedback received during the stage one non-statutory consultation in 2023, the statutory consultation in 2025, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of bill-paying consumers, a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line that may make it unacceptable in planning terms when taking account of the specific local environment and context. An assessment of the visual effects arising from the Project has been carried out within **Application Document 6.6**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Statement Chapter 6 Landscape. The assessment has concluded that, in this context, it is considered there are insufficient policy justifications to use underground cabling in this section	
8.2.9	Suggestion that an alternative route should be considered.			X	X	National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has carefully considered the potential impacts of the Project at an early stage, considering alternative strategic proposals as well as alternative corridors. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) reports the process undertaken as part of the Options Identification and Selection Stage of the Project. The CPRSS explains how different route options were considered though identification, refinement and assessment, leading to the selection of a preferred route as the most suitable option. Appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of Project options and decision-making. Its aim is to help ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid's statutory duties and obligations are selected as the preferred option or options. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance, which National Grid is required to consider as proposals develop.	
8.2.10	Concerns about the scale of the substation infrastructure that is being proposed.				X	At statutory consultation, National Grid updated stakeholders on the need for the Project to connect to the new Birkhill Wood substation in Route Section 1. Whilst the Project would connect into the Birkhill Wood substation, the substation is required for the wider transmission network. At the statutory consultation, National Grid was considering including	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the substation as part of the Project whilst also promoting a separate Town and Country Planning Application (TCPA) for the substation in parallel. The design of the substation has advanced and has since statutory consultation, been granted planning permission. Details on the application can be found by searching the application reference 25/01898/STPLF on the East Riding of Yorkshire Council's planning portal. The substation has consequently been removed from the Project however opportunity would have been provided via the TCPA regime for representations to be made on the substation application. All feedback on the substation received at the statutory consultation was passed to the National Grid Birkhill Wood Project team for consideration.	
8.2.11	Support for the preferred alignment of the overhead lines.				X	National Grid thanks the Respondent for the comments supporting the alignment of the overhead line.	
8.2.12	Opposition to the preferred alignment of the overhead lines in Route Section 1.			X	X	National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has reviewed feedback and assessed requests for changes in design and where these are feasible National Grid has incorporated into our proposals. **Application Document 5.9 Design Development Report** provides detail on where feedback has been incorporated into the Project design and provides background on the constraining features within Route Section 1, which have defined the routeing in this location.	
8.2.13	Suggestion that overhead lines should avoid villages and residential properties.			X	X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential project impacts on local communities. Our priorities have been to avoid towns, villages and businesses where possible. Routeing within this section in particular has avoided villages and residential properties including Skidby, Risby and Cottingham. A socio-economic assessment forms part of the Environmental Statement, prepared in accordance with the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on local communities within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism.** Other factors that can impact local communities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. **Application Document 7.2 Outline Code of Construction Practice** sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities.	
8.2.14	Concern that the areas planned for stringing around pylon 4AF5 and pylon 4AF9 seem large, and there may be more access points than needed at the start of the route, especially since there is already a central haul road available.			X		Proposed conductor stringing positions have been identified at all tension pylons across the Project. The size of these areas typically increase as the angle of the deviation on the overhead line increases, for example, the area for stringing will be greater for a change in direction that's 60° when compared to a change in direction of 30°. Each of the conductor stringing positions has to accommodate plant, machinery, conductor drums, site vehicles and welfare facilities during the stringing operations. In addition, the stringing areas are designed to allow sufficient space either side of the pylons to enable suitable stringing of cable to be achieved between the stringing machinery and the cross-arm, to avoid any significant downward forces on the cross-arms. Following ongoing coordination with Creyke Beck Solar Farm and receipt of consultation feedback, the stringing positions around 4AF3 and 4AF5 were reduced in size to minimise interactions with proposed solar infrastructure.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The stringing area at 4AF9 is required to accommodate requirements set out above. In the location of 4AF9 the A164 is currently undergoing change as part of the East Riding of Yorkshire 'Jocks Lodge' scheme, therefore flexibility is required within the stringing area to work around this project and any changes to the ground. The number of access points has been kept to a minimum with only two site access points between 4AF3 and 4AF8, and one site access point from Dunflat Road serving 4AF9 onwards. This configuration allows for an offline haul road, minimising the use of public highways for HGVs and construction traffic.	
8.2.15	Request for the new overhead line to follow the same route as the existing line south of specified farmland, as this would cause less disruption to the proposed solar farm and the Lazaat Hotel.			X		Where appropriate, National Grid has sought to route the new overhead line in parallel with the existing overhead line, where doing so could minimise landscape and visual and environmental impacts. However, in Route Section 1, National Grid is proposing to route the new overhead line to the north of the existing overhead line. The route in this location has been informed by a number of factors including the need to facilitate the connection to the proposed new Birkhill Wood substation. In addition to this, routeing further to the north allows National Grid to avoid an existing high pressure gas pipeline to the south, reducing safety and construction risks associated with a more southerly route which lies closer to the existing 4ZQ overhead line. The preferred alignment to the north of the existing overhead line also offers a more technically preferable option to cross the A164 widening scheme at a narrower point, as well as routeing around a number of isolated dwellings. It also increases the distance from the Lazaat Hotel and avoids the need for the removal of woodland from the Drove Road Local Wildlife Site, located to the north of the hotel, and avoids the need to re-locate an existing 33kv Northern Powergrid overhead line. Where possible, National Grid has sought to arrange pylons, conductors and spans to achieve a coherent appearance with the existing overhead line and reduce impact on known third party developments.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.2.16	Request for the number of proposed pylons be reduced from four to three (4AF5 to 4AF8) and that they be positioned as close as possible to specified farmland's northern boundary to minimise the impact on field cultivation and agricultural operations.			X		National Grid notes the respondent's request to reduce the number of pylons (4AF5 to 4AF8) to be constructed in this location and to position them as close as possible to the northern boundary. A number of alternative options have been assessed in this section of the overhead line. Movement of the pylons to the northern field boundary would introduce an interaction with Birkhill Wood Local Wildlife Site (LWS) and/or Jillywood Lane LWS which has potential ancient woodland as well as bring the alignment closer to Risby Hall Scheduled Monument. For these reasons, this change was not included within the Project's design. The option to remove a pylon in this area of the route was assessed. This change would increase the overall land-take requirements, increase pylon proximity to a residential property and increase technical complexity due to increased distance between pylon positions, resulting in longer spans and increased loadings on pylon structures and foundations'. Due to this, the change has not been incorporated into the Project's design.	
8.2.17	Request that the proposed temporary construction compound at Birkhill Wood be relocated from its current position within the Creyke Beck Solar Farm site to an alternative location northwest of the A1079, to avoid impacts on the solar farm development.			X		Following consideration of the feedback received and further review of the Project's design National Grid has been able to accommodate the request to relocate the temporary compound. The location of the temporary construction compound has been amended to reduce potential impacts on nearby residents, landowners and businesses while continuing to meet the Project's technical, operational, environmental and safety requirements. The revised compound location has been selected following a balanced assessment of engineering feasibility, environmental constraints, land availability, access requirements and construction logistics. The relocated compound will now also be accessible from an access road which is being constructed as part of the Wanlass Beck substation project. The change forms part of the ongoing refinement of the Project in response to stakeholder and community feedback. The updated location	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Request for relocation of the proposed construction compound north of pylon 4AF4 to the field containing the A1079 access. This would allow the drainage mitigation to be moved, avoiding potential interactions with a solar farm site while maintaining site access.					has been reflected in the application documents and associated plans and the Environmental Statement has assessed the revised proposals as required. National Grid will implement the mitigation measures set out within **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments** to minimise construction impacts.	
8.2.18	Pylon 4AF11 should be moved closer to the field boundary hedge to minimise interference with agricultural operations and farming activity.					National Grid has appraised the request to move pylon 4AF11 approximately 5m closer to the boundary hedge in order to reduce interference with agricultural activity. The change requested has been incorporated into the Project's design as no technical or environmental concerns arose from the change.	**X**
8.2.19	Request that the overhead line is re-routed from pylon 4AF1 to follow the existing overhead line southwards to pylon 4ZQ107, before turning northwest to rejoin the proposed route at pylon 4AF9.			**X**		National Grid notes the respondent's request to relocate the overhead line in the location of pylon 4AF1 to pylon 4AF9 to avoid the displacement of solar panels at the Creyke Beck Solar Farm, to help prevent a reduction in generating capacity. National Grid has, through the design process, investigated a number of alternative alignments in this location. However, the route in this location has been informed by a number of factors including engineering, environmental and socio-economic and cost. Whilst the decision has been made not to implement the change requested, the alignment has been through a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	This would avoid the need to move solar panels and help prevent a significant reduction in the generating capacity of the Creyke Beck Solar Farm.					thorough refinement of land take ensuring that the Project's interface with Creyke Beck Solar Farm is as minimal as possible. National Grid recognises that in this location coordinated working arrangements are required with other landowners and developers. Operational, maintenance and third-party access routes have been rationalised to use existing tracks and the proposed solar farm tracks where possible and avoid the panel locations. The temporary construction haul road has been designed to minimise the impact of the interaction with Creyke Beck Solar Farm and reduce any sterilisation.	
8.2.20	Request that the overhead line is re-routed from pylon 4AF1 to follow the existing overhead line southwards to pylon 4AF16. This would avoid the need to move solar panels and help prevent a significant in the generating capacity of a solar farm.			X		National Grid notes the respondent's request to move the overhead line between pylon 4AF1 and pylon 4AF16 southwards so that the new overhead line runs parallel to the existing one, therefore avoiding the displacement of solar panels at the Creyke Beck Solar Farm. National Grid has, through the design process, investigated a number of alternative alignments in this location however, the route has been informed by a number of factors including engineering, environmental and socio-economic and cost. Whilst the decision has been made to not implement the change requested, the alignment has been through a thorough refinement of land take, ensuring that the Projects interface with Creyke Beck Solar Farm is as minimal as possible. National Grid recognise that in this location, coordination of working arrangements is required with other landowners and developers. Operational, maintenance and third-party access routes have been rationalised to use existing tracks and the proposed solar farm tracks where possible and avoid the panel locations. The temporary construction haul road has been designed to minimise the impact of the interaction with Creyke Beck Solar Farm and reduce any sterilisation.	
8.2.21	Request that the consented access road for Hornsea 4 is used instead the			X		Coordination with developments in this area has taken place with the proposed track in this location being removed from the Project Design. **Application Document 5.9 Design Development Report** provides detail on where feedback has been incorporated into the Project design	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	proposed track from the A1079 as the proposed track would be located on land needed for the Creyke Beck Solar Farm.					and interrelationship with the other development projects are presented within **Application Document 5.11 Interrelationship Document.**	
Ecology and Biodiversity							
8.2.22	Concern about impact on wildlife due to proposed deviation from the existing overhead line, which will affect the connectivity of habitats in the area.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity through the Project design process. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity, including notable and protected species and habitats and designated sites, through avoidance or mitigation. The project design has routed the proposed overhead line as close as possible to the existing overhead line, taking into account other limitations, although it is acknowledged that there is approximately 500 m between the proposed and existing overhead lines along parts of the Project in this Route Section. Close parallel was not achievable due to land use and environmental constraints. The Environmental Statement (ES) considers effects of the Project on protected and notable species and habitats and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** assesses the effects on important ecological features (protected and notable habitats and species) and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Although located north of the existing overhead line hedgerow management in the area of the proposed overhead line during construction will be effectively managed,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with full connectivity restored upon completion of the works and during operation. Mitigation good practice measures to reduce effects on the environment are outlined in **Application Document 7.2 Outline Code of Construction Practice (CoCP)**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.4 Outline Landscape and Ecology Management Plan**. Extensive ornithology surveys have established that there will be no significant effects from habitat fragmentation in this area.	
8.2.23	Concern about impact on Jillywood Lane Local Wildlife Site (LWS). Extension of the mitigation planting proposed to the western end of Jillywood Lane Local Wildlife Site would be supported.	**X**				As part of the Environmental Impact Assessment (EIA) process for the Project, an assessment of effects on important ecological features is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. This confirms that while Jillywood Lane LWS is partially located within the Development Consent Order Limits, no permanent structures would be constructed inside the LWS and therefore no direct impacts are anticipated. However, habitat loss and disturbance inside this LWS could potentially occur, should the flexibility afforded by the lateral Limits of Deviation be used in this area. If the flexibility allowed by the lateral Limits of Deviation are used in this area, any habitats temporarily impacted would be reinstated to their original condition (or better) post-construction (excluding trees). Permanent loss of trees and fragmentation of the woodland canopy may occur in this instance due to the operational requirements. New woodland will be planted in proposed mitigation planting areas, adjacent to and outside the LWS, which are shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Detailed mitigation and the good practice measures to reduce effects on ecological features, including Jillywood Lane LWS, can be found in **Application Document 7.2 Outline Code of Construction Practice (CoCP), Application Document 7.3 Register of Environmental Actions and Commitments** and indicative Mitigation Planting areas are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						shown **in Application Document 7.8 Outline Landscape and Ecology Management Plan,** which includes an area of proposed woodland planting at the western end of Jillywood Lane LWS.	
Environment							
8.2.24	Mitigation should be a priority.				**X**	Environmental appraisal has been an integral part of the Project design from the outset which has meant that the process of routeing seeks to reduce impacts through avoidance or mitigation. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required in this section of the route. Mitigation is presented within the Environmental Statement ES and within the suite of control and management plans (**Application Documents 7.2 – 7.9**) which sets out control and management measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**.	
Ground Conditions							
8.2.25	Concern the ground is difficult to excavate and construction will make the ground unstable.				**X**	As part of the design process, National Grid seeks to avoid impacts where possible, through sensitive routeing and siting. In accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') National Grid has undertaken an Environmental Statement to ensure that matters relating to the environment, including ground conditions, are considered when developing the proposals for the Project. Before any construction activities take place intrusive ground investigations and assessment will be undertaken prior to construction, including the measurement and monitoring of groundwater levels, geotechnical and geoenvironmental	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						sampling and testing as appropriate. The information will inform geoenvironmental assessment, where required, and appropriate geotechnical design in relation to the site/structure specific ground conditions, identified by the intrusive ground investigation including ground instability/adverse ground conditions/ground gas etc. Therefore, any risks from these hazards would be considered within the engineering design of the new infrastructure in accordance with good practice. The measure is presented in **Application Document 7.3 Register of Environmental Actions and Commitments** secured by a Requirement in **Application Document 3.1 Draft Development Consent Order.**	
Health, Safety and Security							
8.2.26	Concern about impact on health of nearby residents.				**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on the health and safety of the public and local communities. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. As part of the EIA, consideration is made to how the construction and operation of the Project could impact on receptors such as air quality, noise and vibration, along with how these might impact on health within Route Section 1 presented within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**. In addition, the UK has a set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent Orders in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Evidence of compliance is submitted as part of our application for development consent within **Application Document 7.11 Electric and Magnetic Field Compliance Report**.	
8.2.27	Concern about the effect on mental health from multiple infrastructure projects impacting land.			**X**		National Grid recognises that there are a number of energy-related developments proposed in the Creyke Beck area and that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Project National Grid has clearly communicated the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. At our statutory consultation events a mental health specialist was available to support with any mental health concerns arising from the Project. As the Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. All of the consultations have included easily accessible information on the plans at that stage, along with opportunities to engage directly with the project team (such as via webinars and public exhibitions). Where appropriate, National Grid has tailored this approach to suit the needs of individuals, such as by offering home visits or individual meetings. Despite this, National Grid acknowledge that it cannot respond positively to every request to change the proposals that they receive, and that some will disagree with the decisions made. Where there is certainty of a development being constructed, and there is adequate information in the public domain to understand the impacts	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented as part of the Environmental Statement. Throughout the design development process, National Grid has been undertaking regular and continuous monitoring of live planning applications and has engaged with other developers who are proposing development in proximity of the Project to understand their requirements. In this Route Section this has included the Creyke Beck BESS developments, Creyke Beck Solar Farm and Dogger Bank wind farm landfall interactions. National Grid will always be happy to engage with those interested to discuss the plans and explain the rationale behind decisions. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** provides an assessment on health and wellbeing impacts arising from the Project with any mitigation required being presented.	
8.2.28	Concern about impact on mental health if public footpaths are closed.				X	Public Rights of Way (PRoW) in this Route Section includes C1-1 Beverley Footpath (National Trail) 20, C1-2 EY|Woodmansey|Footpath No.7, C1-3 EY|Rowley|Footpath No.12, C1-4 Sustrans Local Route and C1-5 Beverley Footpath (National Trail) 20. The health and safety of the public, local communities and employees is central to National Grid. Beverley Footpath (National Trail) 20, will entail temporary closure during construction. A diversion of the footpath does however, allow for the continued use and movement of the wider PRoW network, reducing any impact on mental wellbeing. National Grid has sought to minimise these impacts through the implementation of mitigation strategies set out in **Application Document 7.6 Public Right of Way Management Plan** secured through a requirement within **Application Document 3.1 Draft Development Consent Order.** It should also be noted that construction impact is temporary and short term. Diversion routes and or other mitigation such as management of access will be put in place where appropriate in order to minimise any negative impact to the public. Temporary diversions will be removed, and affected PRoW	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						reinstated, following completion of the works in each section. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
Landowner							
8.2.29	Concern that landowners' land will be used as part of the Project and that this may happen despite objections.			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy., which can be found online by searching 'National Grid Land Right Strategy'. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the Project as designed.	
Landscape and Visual							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.2.30	Concern about the impact on rural landscape.				X	A landscape character assessment has been carried out as part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within the landscape assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The landscape in this Route Section is characterised by sloping farmland, the farmed urban fringe and low-lying drained farmland. There is the potential for significant construction and particularly operational effects on the landscapes identified due to direct impacts on landscape elements and features, as well as indirect effects on the overall composition and character of the landscape from the presence of the proposed overhead line. Landscape mitigation to replace vegetation lost due to the construction and/or operation of the proposed overhead line has been included. The route runs approximately 600 m to the north of the existing 4ZQ 400 kV overhead line. It therefore extends the effects of high-voltage infrastructure across a wider geographical area than the existing overhead line, leading to some loss of scenic quality and a diminished sense of tranquillity and remoteness. However, while there may be some views of the construction activities and the proposed overhead line, in most instances the combination of distance and presence of intervening landform and vegetation helps ensure that the composition and character of the landscape is not fundamentally altered.	
8.2.31	Concern about impacts on the Yorkshire Wolds.				X	Sensitive routeing in Route Section 1, in accordance with the Holford Rules, as far as practicable seeks to avoid or reduce effects on the Yorkshire Wolds. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						landscape. The proposed overhead line runs approximately 600 m to the north of the existing 4ZQ 400 kV overhead line. The addition of a proposed overhead line does therefore extend the influence of the existing overhead line in this location, affecting the character of views and overall scenic quality. However, the effects are not considered significant because the proposed overhead line would run largely parallel to the existing 4ZQ 400 kV overhead line, which reduces the scale of likely change. Also, whilst the landscape value is high in this location, the scenic quality and rural character are diminished through proximity to settlements and industry, particularly to the south of Beverley. During construction while there may be some views of the construction activities and the proposed overhead line in most instances the combination of distance and presence of intervening landform and vegetation helps ensure that the composition and character of the landscape is not fundamentally altered. Within the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. For the Yorkshire Wolds, this is primarily routeing close to the existing 4ZQ 400 kV overhead line to reduce the spread of effects, and landscape mitigation planting to replace any vegetation losses. Loss of vegetation occurs during the construction phase either to facilitate construction activities (such as construction of access tracks) or to ensure the safe operation of the proposed overhead line. Impacts on the landscape and visual receptors are considered within the landscape assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and the visual assessment presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. An assessment of the effects of the Project on the Yorkshire Wolds Important Landscape Area is provided in **Application Document**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						6.6.A3 Environmental Statement Appendix 6.3 Landscape Baseline and Assessment.	
Planning							
8.2.32	Concern about cumulative impacts with existing/ planned energy developments, in the location			X		National Grid recognises that there are a number of energy-related developments proposed in the Creyke Beck area. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of cumulative impact carried out in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been undertaken of the Project and those short-listed developments, which includes Hornsea 4, Dogger Bank D and the Kingfisher projects. Identified effects and any subsequent mitigation measures (if necessary) are presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. **Application Document 5.11 Interrelationship Document** provides detail when the Project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
Socio-economic							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.2.33	Concern about impact on agricultural operations/ food security.			X	X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by Requirements in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Permanent loss of agricultural land to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation have been kept to a minimum, and are small in scale.	
8.2.34	Concern about impact on local businesses due to loss of land.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						property, known as 'injurious affection', or other appropriate Project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis. Permanent loss of land to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation have been kept to a minimum, and are small in scale.	
8.2.36	Concern about impact on recreational activity for local communities in Skidby, Risby and Cottingham.				X	As part of the design process, National Grid seeks to avoid impacts on local communities where possible, through sensitive routeing and siting. Our priorities, from a socio-economic perspective, are to where possible avoid towns, villages and businesses, where there are likely to be people who live and work and use recreational facilities in the area such as public rights of way. Within this Route Section National Grid has avoided routeing through the local communities of Skidby, Risby and Cottingham which lie outside of the Order Limits and no PRoW closures are required throughout construction that cannot be diverted to ensure continued use of the footpath network in this area. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential effects on private, community, recreation and tourism assets in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and confirms that no recreational land facilities are anticipated to experience any significant severance effects during construction or operation of the Project. There is potential for noise, air quality, visual and traffic effects arising from construction of the Project to impact on the amenity of recreational land and open space. The assessment of amenity effects has considered effects from **Application Document 6.7 Environmental Statement Chapter 7 Visual, Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, Application Document 6.15 Environmental Statement Chapter 15 Air Quality, and Application Document 6.16 Environmental Statement Chapter 16**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Noise and Vibration. Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, there are no sections of recreational or open space that would experience a significant effect on their amenity during construction. **Application Document 7.2 Outline Code of Construction Practice (CoCP)** sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities. Such measures are secured by Requirements in **Application Document 3.1 Draft Development Consent Order**	
8.2.37	Support for the preferred alignment as it is further away from properties.				**X**	National Grid thanks the respondent for their support on the alignment presented at statutory consultation.	
8.2.38	Concern about the potential reduction of capital value of farmland.			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate Project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
8.2.39	The Project will have a negative impact on the local economy.			**X**		Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project to local businesses. To reduce potential impacts, National Grid has identified businesses, recreational and tourism assets as well as recreational land and open spaces likely to generate tourism. These	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						have been considered during the iterative design process. Our priorities, from a socio-economic perspective, is to where possible avoid towns, villages and businesses, where there are likely to be people who live and work in the area. The Project is not expected to have a negative effect on the local economy. During construction, the Project will create short term jobs and bring workers into the area and this can benefit local businesses such as hotels, restaurants and retail suppliers. Wherever possible local contractors and services will be used. Once the overhead line is built it will help provide a reliable electricity supply which supports local businesses and services and helps the area remain attractive for future investment. Construction activities will be temporary, and land will be restored once work is complete. Overall the Project is expected to have neutral to positive economic effects both during construction and over the long term. A socio-economic assessment forms part of the Environmental Statement prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The ES identifies and assesses the likely significant effects on local businesses within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and other factors which can impact are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.6 Environmental Statement Chapter 6 Landscape**, **Application Document 6.7 Environmental Statement Chapter 7 Visual** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. **Application Document 7.2 Outline Code of Construction Practice (CoCP)** sets out the good practice measures to reduce effects on the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						local economy and includes a commitment to communicate information about the proposed works to local communities. Such measures are secured by Requirements in **Application Document 3.1 Draft Development Consent Order**	
Walkers, cyclists and horse riders							
8.2.40	Concerns about impact of closures and access restrictions for PRoW around Skidby, Risby and Cottingham.				**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. PRoW identified in Route Section 1 are footpaths ROWLF12 / SKIDF16 and SKIDF13 / ROWLF15, and bridleway SKIDB04, all of which will have to be temporary closed for short periods, with managed access measures to be applied. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. Following the completion of works in each section, temporary diversions will be removed, and affected PRoW reinstated. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment** (TA). The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction.	
8.2.41	Concern about impact to footpaths and bridleways from the overline head crossing them.				**X**	National Grid acknowledges the concern regarding the crossing of Public Rights of Way by the Project. The overhead line has been designed in accordance with relevant statutory requirements, industry standards and electrical safety clearances. The presence of an overhead line crossing a public right of way does not in itself prevent the safe use of the route by walkers, cyclists, horse riders or other users. The potential impacts on walkers, cyclists and horse riders using the PRoW network has been assessed within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport,** which identifies that where temporary closures or diversions are required appropriate mitigation measures including alternative routes are implemented. The locations of the PRoW affected by the Project along with any proposed diversion routes are shown in **Application Document 7.6 Public Rights of Way Management Plan**.	
8.2.42	Need further information on				**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	mitigation for impacts on PRoW.					National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment** (TA). Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. PRoWs identified in Route Section 1 are footpaths ROWLF12 / SKIDF16 and SKIDF13 / ROWLF15, and bridleway SKIDB04, all of which will have to be temporary closed for short periods, with managed access measures to be applied. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Access, Rights of Way and Public Rights of Navigation Plans and **Application Document 3.1 Draft Development Consent Order**. Following completion of the works, temporary diversions will be removed. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. The wider potential construction impacts of the Project on the PRoW network are discussed in the Environmental Statement in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. Table 17.35 – Effects on PRoWs, access routes, and recreational routes during construction found in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism,** sets out the effects on PRoWs, NCN routes, and access routes. It notes that three receptors will experience moderate adverse effects, including OUSEB01, NI|BELT| and NCN Route 65 which will experience temporary closures / diversions.	
Water, Flood Risk and Drainage							
8.2.43	Support for approach to assessment to understand potential impacts and to inform mitigation for sensitive receptors.	**X**				National Grid thanks the respondent for their support of the approach to the assessment of the potential for impacts on the water environment and how any impacts will be mitigated.	

Route Section 2: Skidby–A63 dual carriageway

Table 8.3 – Summary of consultee feedback and National Grid's response for Route Section 2 Skidby–A63 dual carriageway

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Air Quality							
8.3.1	Concern about air quality impacts associated with construction (CO_2 emissions, dust) at Brantingham Dale SSSI.	X				Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts on air quality. An (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from construction activities in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**. Embedded measures are those that are intrinsic to, and built into, the design of the Project; these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to air quality include sensitive routeing and siting to develop the overhead line alignment by avoiding and reducing, as far as practicable, impacts on identified receptors and the inclusion of strategically located and optimised temporary haul road along the Project alignment to reduce the effects of construction traffic movements on the local public highway network during construction. **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment** has considered both human and ecological receptors including Brantingham Dale Site of Special Scientific Interest (SSSI). During construction, the mitigation measures determined in Appendix 15.2, will be implemented to reduce the impact of dust generation**.** **Application Document 7.2 Outline Code of Construction Practice** secures the good practice measures and site-specific mitigation	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures to reduce effects on relevant receptors during construction. With the relevant mitigation measures implemented, the residual effect from all dust generating activities is predicted to be not significant. DMRB LA 105 defines a Study Area for the assessment of construction vehicle emissions on ecological receptors (i.e., the area in which elevated emissions could have an impact on ecological sites) as 200 m from the construction traffic routes which exceed the National Highways DMRB LA 105 traffic screening criteria. Brantingham Dale SSSI falls outside of the study area, therefore construction vehicle emissions as a result of the Project at this location are predicted to be not significant. National Grid recognises the importance of minimising carbon emissions associated with the delivery of new infrastructure. The carbon footprint of the project including manufacture of materials, construction activities and transportation has been considered as part of the Project's design and environmental assessment as set out in as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**. The majority of construction phase greenhouse gas (GHG) emissions are attributed to embodied emissions in raw materials. The main contributor to embodied carbon would be the infrastructure associated with the Project, such as the conductors and pylons. Other emission sources include material transport, construction activities, worker transport, waste, and pre-construction demolition (for example dismantling of existing pylons and vegetation removal). National Grid is committed to reducing construction related carbon emissions wherever practicable through measures such as efficient design, use of low carbon materials where available, optimised construction logistics, utilising electric or other low-carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Greenhouse Gas Reduction Strategy**. Having regard to this mitigation the Project's contribution to GHG emissions has been minimised as far as reasonably practicable. In accordance with the Institute of Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the Project is assessed as minor adverse and not significant.	
Construction							
8.3.2	Access routes must be carefully considered.			**X**	**X**	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction, and operation and maintenance of the Project. These measures are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**.	
8.3.3	Concern about construction				**X**	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA),	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	impacts causing local disruption.					informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA) with further detail in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.4 Outline Construction Traffic Management Plan (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. Measures of relevance to construction access include a strategically located and optimised temporary haul road along the Project alignment to facilitate construction of the Project, reducing the effects of construction traffic movements on the local public highway, during construction. National Grid is committed to engaging with residents and wider stakeholders throughout the construction period of the Project. **Application Document 7.2 Outline Code of Construction Practice** secures construction worker training on agreed traffic routes and access points, during construction set up members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of noisy activities, heavy traffic periods and start and end dates of key phasing. A free telephone Project helpline will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the Contractor(s) in a complaint register, together with a record of the responses given and actions taken. **Application Document 7.2 Outline Code of Construction Practice** (CoCP) secures the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Control measures include: • The management of dust, waste, water, noise, vibration and soil during construction; • Retention of vegetation where practicable; • Measures to reduce route and journey mileage to and from, and around, the site, to prevent potential nuisance to residents, businesses and the wider community associated with parking, vehicle movements and access restrictions; • Management of Public Rights of Way; and • Agreed construction working hours and good construction practices to control noise and vibration.	
8.3.4	Concern construction will have impacts on local businesses, including construction causing access issues for local businesses.			X		Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential temporary impacts arising from the Project's construction to local businesses and access to these. Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 3.1 Draft Development Consent Order**. The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities, including access requirements for local businesses. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities. Within Route Section 2 businesses and tourist facilities within the 500m Study Area have been identified and assessed as part of the Project's socio-economic assessment presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						economics Recreation and Tourism, prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). **Application Document 7.2 Code of Construction Practice** sets out the good practice measures to reduce effects on the local economy. Control measures include measures to reduce route and journey mileage to and from, and around, the site, and to prevent potential nuisance to residents, businesses and the wider community associated with access restrictions. With mitigation and best practice measures secured within the Application impacts will be minimal, temporary and not significant.	
8.3.5	Concern construction activity will impact resident safety.				X	The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The analysis includes a Traffic and Transport assessment. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain knowledge on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements (Primary Access Route) and sets a range of mitigation measures to ensure safe working practices will be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. If consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period. A Highway Safety Assessment has also been produced in support of **Application Document 7.15 Transport Assessment**, which contains other commitments to safety, such as driver training.	
8.3.6	Concern about construction impact on organic topsoil.			X		The Project has sought to limit the impact on soils and Best and Most Versatile (BMV) land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of soils and agriculture forms part of the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES identifies and assesses the likely significant effects on soils resulting from the construction of the Project. **Application Document 6.13 Environmental Statement Chapter 6.13 Agriculture and Soils** incorporates detailed Agricultural Land Classification surveys (**Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**) and identifies and assesses the likely significant effects and recommends appropriate mitigation to reduce effects. **Application Document 7.05 Outline Soil Management Plan** (Outline SMP) sets out the appropriate soil management measures. Measures within the Outline SMP include but are not limited to the following: • How topsoil and subsoil will be stripped and stockpiled (based on detailed soil survey data);	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• Suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil; • how soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil; • Specific measures for managing sensitive soils; • Approach to reinstating soil that has been compacted, where required; and • Details of measures required for soil restoration. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in the Environmental Statement, **Application Document 7.2 Outline Code of Construction Practice** and the Outline SMP **)**. These include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Permanent loss of agricultural land has been kept to a minimum, and mitigation measures—such as soil restoration and ongoing monitoring—will be implemented to support long-term land productivity. In addition, the Outline SMP includes a specific section on measures required where soils are being trafficked or stripped within land under organic certification. These measures focus on avoidance of the use of chemicals to control weeds (including drift from neighbouring sections of the construction area), avoidance of dust drift from non-organic land areas within the construction area and biosecurity.	
8.3.7	Construction roads at Woodale near A63 need reconsidering.				**X**	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. A temporary construction haul road is proposed for access in the Woodale area, this is accessed from Brantingham Road to the south and would ensure traffic does not route through local villages and ensures continuity of an offline haul road to minimise impacts and disruption to general local roads in the area. In addition, **Application Document 7.15 Transport Assessment** has been produced as part of the application submission, which assesses the impacts of construction traffic, including at all access locations.	
8.3.8	Construction traffic should be routed to avoid local roads and infrastructure/local roads unsuitable for construction traffic.			X	X	Construction traffic has been routed to avoid local roads and infrastructure where practicable. A continuous temporary haul road is proposed from the start of this Route Section, continuing from Route Section 1 to Rowley Road and then from Lambwell Hill through to Ellerker Road to help ensure construction traffic avoids local roads, as per the consultee request. In addition, **Application Document 7.15 Transport Assessment** has been produced as part of the application submission, which assesses the impacts of construction traffic, including at all access locations. An Outline Construction Traffic Management Plan (**Application Document 7.4 Outline Construction Traffic Management Plan**) has also been produced, which details proposed embedded mitigation that would be introduced as part of the Project.	
8.3.9	Concern construction work will cause severance and impact access to land.			X		Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 3.1 Draft Development Consent Order**. The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities. National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate the effects of the Project on their activities and ensure fair compensation for any purchase of land. Where requests have been made to enable ease of access to land these have been accepted into the proposal where	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						achievable. Where impacts are identified, these have been presented within our socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment. This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the assessments are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism.**	
Consultation							
8.3.10	National Grid must listen and consider feedback received/ Feedback must impact design/ local knowledge must be used.			X	X	National Grid has a statutory duty to listen to feedback throughout the consultation process. Statutory consultation was undertaken in accordance with **Application Document 5.1 Consultation Report Appendix D Statement of Community Consultation (SoCC) and Supporting Information**, which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). All views expressed in response to the non-statutory consultation, the localised non-statutory consultation and the statutory consultation have been considered. All feedback received to non-statutory consultations has been reviewed by the Project team and National Grid's responses to consultation feedback are published in **Application Document 5.1 Consultation Report Appendix B Non-Statutory Consultation Report**. **Application Document 7.20 Design Development Report 2025** (DDR) prepared in support of the statutory consultation provided a detailed commentary of how consultation responses had been considered in the development of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the Project's design to that point in time. The Development Consent Order (DCO) is supported by **Application Document 5.9 Design Development Report 2026** that provides a detailed commentary on how consultation responses have been considered in the final design. There will also be further opportunities for consultees, stakeholders and other members of the public to make representations as part of the DCO examination.	
8.3.11	Concern about residents' lack of awareness of consultation events.				**X**	As part of the statutory consultation, National Grid published a Statement of Community Consultation (SoCC) setting out how it would engage with communities. In preparing the SoCC, National Grid sought feedback from the local authorities the Project would be located in and had regard to this feedback prior to finalising the SoCC. National Grid carried out the statutory consultation in accordance with the SoCC, and in line with the relevant legislation and guidance. Some of the tools National Grid used to raise awareness and provide information on the proposals during the consultation included: writing to all residential and businesses addresses within 1 km of the Project's draft Order Limits with a newsletter advertising the consultation and the different ways that those interested could take part and submit feedback; • writing to a range of prescribed and non-prescribed consultees, including parish councils and elected officials; • holding nine public information events along the route, with two held in Route Section 1 at Cottingham (26 March 2025) and South Cave (14 March 2025); • holding six webinars held during March 2025, including a General Route Overview with British sign language (BSL) interpreter, and a Route Sections 1, 2 and 3: Creyke Beck – River Ouse crossing specific webinar held on 6 March 2025;	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• publishing a Project website (providing access to plans, visualisations, background and technical documents); • making available paper copies of information about the proposals at Local Information Points displaying hard copy consultation materials, with venues in Route Section 2 being Goole Library and Cottingham Library and Customer Service Centre; • placing Section 47 notices to advertise the consultation in the Hull Daily Mail and Yorkshire Post; • placing Section S48 notices to advertise the consultation in the Hull Daily Mail, Yorkshire Post, The Guardian, and The London Gazette; • issuing a press release publicising the consultation and how the community could get involved issued ahead of the consultation to a wide distribution list, which was agreed via the SoCC process; and. • placing targeted social media advertising on Facebook and Instagram.	
Design							
8.3.12	Concern about the scale of the overhead line infrastructure that is being proposed.				**X**	National Grid considers the scale of the proposed infrastructure to be appropriate as it reflects the operational and technical requirements of the Project and the need to safely and reliably transmit the required volume of electricity while complying with applicable engineering standards, statutory safety requirements and network resilience objectives. Throughout the Project the route selection and design process has sought to minimise the scale and environmental effects of the development where reasonably practicable and as such the Project represents the minimum infrastructure necessary to meet the identified electricity transmission requirements. **Application Document 7.17 Strategic Options Report including needs case** presents how the need for the Project arises from a substantial	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						increase in electricity generation and demand, particularly associated with the growth of offshore wind in the Humber region and the wider UK, alongside increasing north-south power flows. The existing transmission network does not have sufficient capacity to accommodate this level of generation while maintaining security and reliability standards. Reinforcement is therefore required at this scale to enable the efficient transfer of electricity, support the integration of low-carbon generation, and avoid constraints on supply. This chosen solution represents a balanced approach that aligns with national planning and energy policy, ensures resilience and capacity for future electricity demand and minimises impacts as far as practicable. The design approach in this location has sought to minimise effects on landscape receptors through routeing parallel with the existing overhead line and synchronising of pylon locations where possible to reduce the spread of effects and achieve a coherent appearance in line with the Holford Rules. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	
8.3.13	Concern that new pylons will be taller than existing ones in the area.				X	The proposed new pylons in this section are of a steel lattice design, similar to the existing pylons in this section. Individual pylon heights are dictated by constraints such as topography, distance between pylons, crossings such as roads, railways, rivers, environmental features and a requirement to ensure sufficient electrical clearance, which makes a direct comparison between the old and the new routes challenging. Indicative pylon heights were published at statutory consultation and have been included as part of the Application within **Application Document 6.4.A1 Environmental Statement Appendix 4.1 Indicative Pylon Schedule**. Within Route Section 2 indicative pylon heights range from 48m to 65m.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.14	Concern that the proposed routeing at Mount Airy contravenes Holford Rule 4 by being located on higher ground north of the existing overhead line, resulting in a sky background.				X	The Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Landscape has been a key consideration during the design process. **Application Document 5.9 Design Development Report** sets out the approach to routeing and the environmental considerations had during the routeing process and contains commentary on how the Project has considered each of the Holford Rules. The design approach in this location has sought to minimise effects on landscape receptors through routeing parallel with the existing overhead line and synchronising of pylon locations where possible to reduce the spread of effects and achieve a coherent appearance in line with the Holford Rules. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. In this location, southeast of Mount Airy, a line swap over is proposed on to the existing 4ZQ with the Project routeing to the south of the existing line. The line swap, which is explained in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project,** would increase the landscape effects during construction, including loss of trees at Socken Wood and on the scarp slope at Brantingham. However, once constructed, a new overhead line would run broadly in close parallel alignment to the existing overhead line. This would concentrate the visual impact, resulting from the changes to the landscape, within an already affected corridor, reducing the overall effect on the views experienced.	
8.3.15	Support for the preferred overhead line alignment.				X	National Grid note the support for the preferred alignment of the overhead lines.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.16	Concern that overhead lines are too close to residents. Request for overhead lines to avoid homes and properties.			X	X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable, passing predominantly through rural areas. Routeing in Route Section 2 has been designed to be parallel or close parallel with the existing overhead lines to reduce the spread of infrastructure, taking into account constraints present along the existing overhead lines, as well as technical complexity. Within the Brantingham area a transposition (line swap-over) with the existing 4ZQ overhead line is proposed, to enable routeing the new overhead line in close parallel to the south of the existing overhead line. Whilst this does bring infrastructure closer to Brantingham, it seeks to reduce and minimise potential impacts on Brantingham Dale Site of Special Scientific Interest (SSSI) and Local Wildlife Sites (LWS). The close parallel alignment also has the benefit of minimising the spread of infrastructure and the visual impact in Brantingham and the Yorkshire Wolds Important Landscape Area (ILA). The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** presents information about the assessment of the likely significant health and wellbeing effects that could result from the Project. The Study Area is defined based on the geographic extent of other topics for each environmental aspect of relevance to health and wellbeing, notably **Application Document 6.7 Environmental Statement Chapter 7 Visual** and **Application Document 6.7.A5 Appendix 6.5 Residential Visual Amenity Assessment**, **Application Document 6.11 Environmental Statement Chapter 11 Water Environment, Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Statement Chapter 16 Noise and Vibration, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.19 Environmental Statement Chapter 19 Climate Change.** In Route Section 2, assessments have found no residual significant effects on residents during construction and operation phases following the implementation of mitigation measures. **Application Document 7.2 Outline Code of Construction Practice (CoCP) and Application Document 7.3 Register of Environmental Actions and Commitments** sets out the good practice measures and site-specific mitigation measures, which will be secured through Requirements within **Application Document 3.1 Draft Development Consent Order** to reduce effects on relevant receptors during construction and operation.	
8.3.17	Concern that the overhead lines are too close to Brantingham.				**X**	The location of the project has been informed by an iterative design process during which opportunities to avoid or reduce effects on communities have been considered. It is acknowledged that the Project is located near the settlement of Brantingham and this reflects the need to balance community impacts with other environmental and technical constraints. National Grid has where reasonably practical maintained appropriate separation from residential areas while ensuring the route remains technically deliverable and meets the requirements of the electricity transmission network. The Environmental Statement assesses potential effects on settlements including landscape and visual effects and identifies appropriate mitigation measures where required within **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project; these are listed in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures of relevance to this visual assessment are LV05 - Where possible the Project has been designed to be parallel or close parallel with the existing overhead lines to reduce the spread of infrastructure in views. Route Sections where close parallel has been possible, taking into account constraints present along the existing overhead lines, as well as technical complexity. Within the Brantingham area a transposition (line swap-over) with the existing 4ZQ overhead line is proposed, to enable routeing the new overhead line in close parallel to the south of the existing overhead line. Whilst this does bring infrastructure closer to Brantingham, it seeks to reduce and minimise potential impacts on Brantingham Dale Site of Special Scientific Interest (SSSI) and Local Wildlife Sites (LWS). The close parallel alignment also has the benefit of minimising the spread of infrastructure and the visual impact in Brantingham and the Yorkshire Wolds Important Landscape Area (ILA).	
8.3.18	Request for overhead lines to avoid Brantingham.				**X**	The design approach in this location has sought to minimise effects on landscape receptors through routeing parallel with the existing overhead line and synchronising of pylon locations where possible to reduce the spread of effects and achieve a coherent appearance. The close parallel alignment has the benefit of minimising the spread of infrastructure in the Yorkshire Wolds Important Landscape Area (ILA). The location of the Project has been informed by an iterative design process during which opportunities to avoid or reduce effects on communities have been considered. It is acknowledged that the Project is located near the settlement of Brantingham and this reflects the need	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						to balance community impacts with other environmental and technical constraints. National Grid has where reasonably practicable, maintained appropriate separation from residential areas while ensuring the route remains technically deliverable and meets the requirements of the electricity transmission network. **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** include a detailed assessment of landscape and visual effects which considers the scale of the overhead line infrastructure in relation to the surrounding environment, residential receptors and key viewpoints. Appropriate mitigation measures such as alignment optimisation and the use of planting and screening have been incorporated to reduce visual effects.	
8.3.19	Overhead lines should go underground through Brantingham and Brantingham Dale. Overhead lines should be routed underground in Route Section 2.			X	X	National Grid has carefully considered the feedback received during all stages of consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscapes (previously known as Areas of Outstanding Natural Beauty (AONB)) and National Parks, potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Based on our assessments, there are insufficient policy justifications to use underground cabling in this location. In addition to this, undergrounding cables in this area would require cable sealing end compounds, which would bring new concerns of siting	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						this infrastructure in an Important Landscape Area. These reasons, together with the level of technical challenges associated with the constructability and deliverability of undergrounding cables in the Yorkshire Wolds, including Brantingham Dale area, mean an overhead line is proposed throughout Route Section 2. Within the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), the likely significant effects on the environment resulting from the Project have been considered. Impacts on the landscape in Route Section 2, including Brantingham, are considered within the landscape assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and the visual assessment presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable and embed measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project; these are listed in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures include that where possible (which it is in Route Section 2) the Project has been designed to be parallel or close parallel with the existing overhead lines to reduce the spread of infrastructure, and the use of lattice pylons to mimic the existing overhead lines for visual consistency.	
8.3.20	Concern that overhead lines are too close to Mount Airy airfield.				**X**	National Grid has continued to engage with the Mount Airy airfield's operators, to understand their concerns and how the airfield operates. This has helped inform assessment of any potential impacts of the Project in relation to the airfield. The alignment routes the new overhead line in close parallel with the existing 4ZQ	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						overhead line in this location, and to the southeast of Mount Airy a line swap over is proposed on to the existing 4ZQ with the Project routeing to the south of the existing line. The alignment routes the new overhead line in close parallel with the existing overhead line in the vicinity of Mount Airy in this Route Section. Discussions are ongoing with the airfield operator on potential modifications to the current flown circuit pattern.	
8.3.21	Request for smaller pylons near Mount Airy Airfield to reduce risks to aircraft.				X	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has also continued to engage with identified airfields, to understand their concerns and how the airfields are being used. This has helped inform assessment of any potential impacts of the Project in relation to the airfield. The alignment routes the new overhead line in close parallel with the existing overhead line in the vicinity of the Mount Airy Airfield. Discussions have been held with the airfield operator on potential modifications to the current flown circuit pattern. The use of low height pylons in this location would be considered inappropriate, due to the design and appearance of these being incongruous with the existing pylons.	
8.3.22	Suggestion that overhead lines should be routed in open space.			X		As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has carefully considered the potential impacts of the Project at an early stage, considering alternative strategic proposals as well as alternative corridors. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed, are within **Application Document 7.17 Corridor and Preliminary Routeing and Siting Study** (CPRSS). The corridor within Route Section 2 was selected as it provides a shorter overall length of overhead line and the most direct route in line with our statutory requirement to consider the most economical network and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Holford Rule 3. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Where practicable National Grid has routed to avoid direct impacts on communities, existing development and environmentally sensitive locations. Our design principles have sought to minimise effects through routeing parallel with the existing overhead line and synchronising of pylon locations where possible to reduce the spread of effects and achieve a coherent appearance. As a result, routeing exclusively through open space is not always possible or compatible with the technical, environmental and planning constraints of the Project within Route Section 2.	
8.3.23	Request for overhead lines to be routed in close parallel to existing overhead lines.				X	Route Section 2 of the Project has been designed to be parallel or close parallel with the existing 4ZQ overhead line. This is to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead, rather than spreading impacts to areas not currently affected. It also helps form a coherent appearance, in line with Holford Rule 6. For reference, the Holford Rules are a set of guidelines used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	
8.3.24	Preference for the 2023 swathe presented at the non-statutory consultation.			X		At the 2023 non-statutory consultation National Grid presented an emerging preferred route corridor with swathes indicating where the routeing could take place within the corridor. In Route Section 2 two swathes were presented, one north and one south of the existing overhead line in this area. As a result of further technical and environmental assessment work, and consideration of consultation feedback in this area, design changes were made that routed outside of the consultation corridor presented in 2023. These changes,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						incorporating the route alignment were presented at the statutory consultation in 2025 in **Application Document 7.20 Design Development Report 2025**. The Project's alignment in Route Section 2 routes outside of the corridor as presented at non-statutory consultation 2023, for three pylon locations at Brantingham Dale, to the northwest of Dale Road. This is to facilitate a line swap-over which enables the new overhead line to run in close parallel with the existing overhead line, swapping to the south of the existing overhead line in the Brantingham area, preventing the wider spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** advises that swapping to the south side of the existing overhead line through Brantingham Dale reduces the visual effects of the new line upon isolated properties and the Yorkshire Wolds within Route Section 2.	
8.3.25	Concern about proximity of pylon 4AF30 to property.				**X**	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** presents information about the assessment of the likely significant health and wellbeing effects that could result from the Project. The assessment confirms that no significant effects are anticipated with suitable mitigation - including limits to working hours, noise controls, construction access arrangements and dust suppression measures, presented within Application Document 7.2 Outline Code of Construction Practice, secured by Requirements within **Application Document 3.1 Draft Development Consent Order**. Individual properties within 400 m of the lateral Limit of Deviation (LoD) as	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						shown on **Application Document 6.4.F1 Environmental Statement Figure 4.1 Proposed Project Design** were reviewed and considered for assessment in **Application Document 6.7.A5 Environmental Statement Appendix 6.5 Residential Visual Amenity Assessment**. The closest property to pylon 4AF30 is located approximately 300 m to the north. Although there would be views towards the new overhead line, this would be seen in the context of the existing 4ZQ overhead line. Views would also be filtered by vegetation including the avenue of trees along Beverly Road. Therefore, significant effects are not anticipated.	
8.3.26	Request for an alternative alignment connecting pylon 4AF27 to pylon 4ZQ86 and routeing the overhead line south of the existing line before rejoining at pylon 4ZQ76, to reduce pylon numbers, utilise field boundaries and favourable topography, and avoid land owned by the respondent.			**X**		National Grid has carefully considered the request for a change to the alignment to run south of the existing line in this location before rejoining at pylon 4ZQ76. Routeing to the south would require at least two line swap overs, as routeing south of the 4ZQ overhead line through the SSSI would not be feasible due to topography, length of the crossing, angle of the road crossing and not being able to construct a new 400 kV overhead line with sufficient 85 m stand-off to the south. This adds technical challenge due to added complexity and possible programme delays during construction (with additional pressures due to required outages for the line swap overs), together with additional cost. For these reasons National Grid will not be taking forward the request. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. The Project alignment routes close parallel to the north of the existing overhead line in this location to minimise the spread of infrastructure and the visual impact from the Yorkshire Wolds Way National Trail. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, including SSSI, where practicable. Commitments relating to mitigation are presented within	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.3 Register of Environmental Actions and Commitments and secured through Requirements in **Application Document 3.1 Draft Development Consent Order.**	
8.3.27	Request for pylons 4AF32, 4AF31 and 4AF30, to be moved south of the existing overhead line due to their proximity to a specified property and Riplingham Crossroads.				X	National Grid has reviewed the request to relocate pylons 4AF32, 4AF31 and 4AF30 to the south of the existing overhead line to increase the distance between a residential property and Riplingham Crossroad. A route to the south of the existing overhead line in this location would require at least two line swap overs which adds technical challenges due to added complexity and possible programme delays during construction (with additional pressures due to required outages), together with additional cost. The preferred alignment routes close parallel to the north of the existing overhead line in this location to minimise the spread of infrastructure and the visual impact from the Yorkshire Wolds Way National Trail. For these reasons National Grid will not be taking forward the request.	
8.3.28	Request for the new pylon route near Riplingham Crossroads to be realigned as close as possible to the existing overhead line alignment.				X	The Projects alignment is routed as close to the existing overhead line as is possible in this area. It is not possible to be closer due to the need to avoid impacts on the Brantingham Dale SSSI, an ecologically sensitive site, and the distance required to span steep topography, the road and the SSSI which are required. The current location of the alignment has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, including SSSI, where practicable. Commitments relating to ecological protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.3.29	Request that pylon 4AF29 is located				X	Optionality to move pylon 4AF29 has been explored as part of the iterative design of the Project and as a consequence the pylon has	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	no closer than 275 metres from the property, consistent with the distance between the existing mast and property at pylon 4ZQ85.					moved by 33 m in a southwestern direction which allows for greater synchronisation in this location, which as **Application Document 6.7 Environmental Statement Chapter 7 Visual** recognises has visual benefits. Movement as per this request would, however, take the pylon out of synchronisation with the existing 4ZQ overhead line which directly opposes the routeing rationale established by the Project. In assessing the request to move the pylon further from the property, it was established that a circa 3m increase in height would be required for both pylons 4AF29 and pylon 4AF30, undermining efforts to reduce visual impact.	
8.3.30	Request for pylon 4AF29 to be positioned further east to reduce visual and other impacts on residents of Riplingham.				**X**	The request to position pylon 4AF29 further to the east than presented at statutory consultation has been assessed, however it is not possible to move further east in this location due to interactions with the existing Distributor Network Operator overhead lines in this area.	
8.3.31	Request for the mitigation planting associated with pylon 4AF40 to be relocated northwest of Ellerker Wood Lane above Woo Dale to reduce landscape and visual impacts.			**X**		National Grid has reviewed the request to relocate the mitigation planting associated with pylon 4AF40 to northwest of Ellerker Wold Lane. This area has been relocated to the northwest of Ellerker Wold Lane to balance achievement of the request whilst also ensuring the area is suitable for the landscape character.	**X**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.32	Request for the construction access route serving pylon 4AF27 and pylon 4AF28 to be moved north of the property along Rowley Road due to physical constraints and impacts on an existing business.				X	The request to move the access route relating to pylons 4AF27 and 4AF28 to the north of the property from Rowley Road, as opposed to from the south on Riplingham Road, has been reviewed. The construction access routes for both pylons are already taken from Rowley Road to the temporary working areas for each pylon. Therefore, the request has not been carried forward.	
8.3.33	Request for pylon 4AF35 and nearby overhead line infrastructure to be moved further south of Mount Airy Airfield due to flight safety concerns.				X	New pylon locations in this area are constrained by the existing 4ZQ overhead line route, woodland and steep topography on the south side of the existing 4ZQ overhead line, as well as the need to balance engineering, environmental, socioeconomic, landscape and visual factors. Of particular note is that this area is part of the Yorkshire Wolds Important Landscape area. The section of overhead line between pylons 4AF33 - 4AF36 has been routed with the above considerations and to ensure that the line swap over and associated temporary diversion of the existing 4ZQ overhead line can be constructed, maintained and operated safely. National Grid has engaged with the Mount Airy Airfield operators throughout the pre application period of the Project, to understand their concerns and the airfields operational practices. This has helped inform Project routeing decisions in relation to the airfield with the alignment routeing the new overhead line.	
8.3.34	Request for pylon 4ZQ76 to be			X		National Grid has carefully reviewed the request to move pylon 4ZQ76 further to the northeast, so it is adjacent to the field boundary.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	relocated to the northeast adjacent to the field boundary to reduce impacts on farmland.					However, the routeing request is not considered appropriate in this location due to the associated impacts on the neighbouring woodland. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, such as woodlands, where practicable. Commitments relating to woodland protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.3.35	Objection to the location and extent of Indicative Environmental Planting associated with pylon 4ZQ76, with a preference for planting on the northwest side of the grass paddock within Woodale.			X		The requested location of the planting would not be suitable as it would not deliver its intended function to either blend and/or screen views of the pylon locations in that area. The mitigation planting would be too far from the receptors to make a discernible difference to views. Planting mitigation is primarily identified to fill in gaps between existing trees and greenery and not to establish new lines of planting that could be perceived as introducing new field boundaries or reducing field productivity. For these reasons the request has not been taken forward into the Project's design.	
8.3.36	Request for pylon 4ZQ75 to remain on the proposed alignment but be positioned against the field boundary to reduce impacts on farming.			X		National Grid has considered the request to position pylon 4ZQ75 against the field boundary to reduce the impacts on farming practices. It has been possible to accept the request in this location as the facilitation of the request supports a reduction in height of the pylon by 3m, bringing a benefit to visual amenity in the area, whilst also achieving the statutory clearances.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.37	Request to relocate environmental mitigation planting near pylon 4ZQ76 and replace it with a 10 to15-metre-wide planting block across the northern end of the field south of the farm buildings. To reduce impacts on farming.			X		The request to relocate an area of mitigation planting from near pylon 4ZQ76 to a new position northwest of the current location, to the northwestern side of the grass paddock within Woodale has been considered. The requested location of the planting would not be suitable as it would not deliver its intended function to either blend and/or screen views of the pylon locations in that area. The mitigation planting would be too far from the receptors to make a discernible difference to views. Planting mitigation is primarily identified to fill in gaps between existing trees and greenery and not to establish new lines of planting that could be perceived as introducing new field boundaries or reducing field productivity. For these reasons the request has not been taken forward into the Project's design.	
8.3.38	Request to reassess the access route adjacent to and to the north of Woo Dale. Suggestion to consider a route starting at pylon 4AF37. The route should be along flat ground, on land where trees will already be cleared, and utilise existing chalk tracks and clearings. This proposed route			X		National Grid has considered opportunities to make use of the existing tracks, access routes and clearings where reasonably practicable. However, it has not been possible to rely solely on these existing features throughout the route. The location and design of the temporary haul road at Woo Dale has been developed to provide safe and reliable access to construction locations while taking account of engineering, environmental, landowner and health and safety considerations. In this location the existing tracks and clearings are not sufficient width, structural capacity or alignment to accommodate the construction vehicles and equipment required. The topography has been assessed for optimal design with the Project's design having had due regard to the gradient and a reduced health and safety risk alongside feasibility, over the suggestions put forward in this request. For these reasons National Grid will not be incorporating the request into the Project's design. The potential temporary loss of/damage to calcareous grassland has been assessed within the Environmental Statement and presented within **Application Document 6.8 Environmental Statement Chapter 8**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	evens out corners and avoids chalk-based grassland. It should avoid steep ground adjacent to the Yorkshire Wolds Way, which the respondent feels is unnecessary because the proposed route at this point is highly visible and steep, damaging a large part of calcareous grassland.					**Ecology**. The temporary loss would be limited to that required for the temporary construction access road. Suitable measures would be taken to ensure that the unaffected areas of calcareous grassland are protected during construction. Turfs and soil would be suitably removed, stored and reinstated post-construction. Supplementary seeding would be carried out, if necessary, with suitable aftercare and monitoring undertaken. These measures will be outlined in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.3.39	Request for pylon 4AF22 to be moved closer to the field boundary at Riplingham Road so that it is located on a field boundary.			**X**		National Grid has carefully considered opportunities to amend the position of pylons to support agricultural practices as part of the iterative design process. However, it has not been possible to accommodate the request to move pylon 4AF22 and its working areas closer to the field boundary. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, such as hedgerows, where practicable. Commitments relating to woodland protection are mitigation are presented within **Application Document 7.3 Register of Environmental Actions and Commitments** and secured within Requirements within **Application Document 3.1 Draft Development Consent Order.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.40	Request to "align" proposed pylon 4AF23 with existing pylon 4ZQ92. Whilst the request does not detail what "align" entails, an informed assumption can be made that this means to move the proposed pylon slightly northeast (backwards in the direction of the proposed transmission line) so that it is directly north of pylon 4ZQ92 to reduce impact on farming operations.			X		National Grid has carefully considered opportunities to amend the position of pylons to support agricultural practices as part of the iterative design process. However, it has not been possible to accommodate the requested realignment of 4AF23 due to the engineering constraints associated with the sum of adjacents being increased close to its maximum allowable distance, restricting flexibility in the design and construction. The spacing and alignment of pylons are determined by a range of technical requirements, including conductor clearances, span lengths, structural loading and topography. Realignment at this location is not considered to be feasible without introducing additional impacts elsewhere or compromising the flexibility in design and construction.	
8.3.41	Request to remove proposed access track from Rowley Road, north of pylon 4AF27, which then tracks east to pylons 4AF26,			X		National Grid has considered the request and seeks where practicable to avoid impact on landowners. The request has not been taken forward in this instance as the alternative requires the temporary construction haul road to go through the wooded area of Socken Wood, an area of protected woodland, which is not preferred. The Project design has sought to follow the mitigation hierarchy and avoid development within ecologically sensitive areas where practicable. With the Project design able to avoid the placement of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	4AF25 and 4ZQ90. Replace with existing track from Rowley Road which then tracks southeast to pylon 4AF25 and connects with the proposed to the east of pylon 4ZQ90, into Socken Wood. The alternative track already exists and therefore it would avoid impact on two landowners. Request for the temporary construction access route north of pylon 4AF27 to be removed and existing access northwest of pylon 4AF25 to be used instead. where there is already existing access through the woods to reduce					the temporary construction haul road within Socken Wood the request has not been taken forward. Commitments relating to woodland protection are mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	unnecessary impact on land.						
8.3.42	Request to move pylon 4AF25 to the field boundary and so that it is parallel with pylon 4ZQ89. This would require moving the pylon further to the left so that it is constructed on the section of the boundary of the field which is angled southwest/northeast. By relocating pylon 4AF25 to this part of the boundary, it would be "in parallel" with pylon 4ZQ89. This would position pylons on field boundaries to reduce impacts on farming operations.			X		National Grid has considered the request to move the position of pylon 4AF25 to the field boundary so that it is in parallel with the existing pylon However, due to the proximity of Socken Wood this request would lead to a pylon being placed within the protected woodland. The Project design has sought to follow the mitigation hierarchy and avoid development within ecologically sensitive areas where practicable. With the Project design able to avoid placement within Socken Wood the request has not been taken forward. Commitments relating to woodland protection are mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.43	Request for the access route north of pylon 4AF27 to be used for future maintenance access instead of the proposed route.			X		National Grid has reviewed and accepted the requested design change to use the field boundary to access pylon 4AF27 for future operation and maintenance in this location.	X
8.3.44	Request for pylon 4AF27 to be relocated to a field boundary and positioned parallel to the existing line.			X		National Grid has reviewed and accepted the request to relocate pylon 4AF27 so it is as close as possible to the field boundary, allowing for the space needed for construction, while ensuring it remains parallel to the existing line. The realignment is minimal but does allow for improved synchronisation in accordance with the Project's established design principles, whilst supporting the landowners' request to minimise agricultural impact.	X
8.3.45	Request for the existing stone track near pylon 4ZQ91 to be upgraded and used as a haul road instead of the proposed route through the field.			X		National Grid has considered the request to upgrade the existing stone track at Pylon 4ZQ91 so it could be utilised as a temporary construction haul road instead of the proposed temporary route. The request has not been taken forward on safety grounds as it will introduce two additional crossings of the overhead line which can be avoided through the Project's current design. The access also routes between Socken Wood and the existing overhead line, meaning vegetation loss could actually be greater. It would also occupy the farm accesses in this location which are avoided with the proposed temporary construction haul road.	
Ecology and Biodiversity							
8.3.46	Disagree with the placement of tree planting [south of Rowley between			X		Multiple mitigation planting areas are proposed within Route Section 2, this mitigation has been developed following engagement with landowners and the local authority. A linear belt of planting is proposed between Socken Wood and Riplingham Road to mitigate	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Socken Wood and Riplingham Road] outlined in mitigations, due to the lack of justification for its location and no estimation of the amount of planting proposed.					for potential loss of trees and vegetation within Socken Wood and for potential effects to a veteran tree. The planting area was selected for a number of reasons, including that it recreates the size and shape of a woodland that is no longer present, but is shown on historic mapping from 1855, and therefore recreating the more wooded character associated with this part of the Yorkshire Wolds which has been eroded over time. This location was also chosen as it provides continuity with the existing Socken Wood and provides mitigation as close as possible to the area of loss within Socken Wood. The proposed planting area is approximately 5 hectares (ha) in size and would be planted with a deciduous woodland mix and woodland edge mix, further information on mixes can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. The woodland edge mix would provide an ecotone (region of transition) between the existing habitats and the new woodland, offering a greater range of habitat types and species diversity within the mitigation planting area. Lower height species will be used under the proposed overhead line to maintain electrical clearances. It is noted that further areas of mitigation planting within this Route Section are proposed adjacent to Woodale Wood and between Cliff Plantation and Ellerker Wold Lane to mitigate for the potential loss of trees and vegetation within Brantingham Dale.	
8.3.47	Concern about felling of trees.			X	X	Within this Route Section tree removal is proposed at Socken Wood, Brantingham Dale, Ellerker North Wold and Bilkshill Plantation near to Brantingham Dale, with a subsequent need to maintain a suitable safety clearance distance either side of the new line by managing vegetation regeneration. In this Route Section, the route converges with the existing 4ZQ overhead line. The loss of trees at Socken Wood and on the scarp slope at Brantingham enables a line swap-over between the new 4AF and existing 4ZQ overhead line in this location. Whilst the line swap does increase the effects on vegetation during construction, the new 4AF overhead line would run broadly in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						close parallel alignment to the existing overhead line reducing wider landscape and visual impacts. Tree loss will be avoided wherever practicable. Proposed mitigation includes tree planting inside the Indicative Mitigation Planting areas, shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. These include approximately 5 ha of planting between Socken Wood and Riplingham Road to mitigate tree loss at Socken Wood; and further planting (approximately 0.6 ha) to extend existing woodland at Woodale Wood, and areas of woodland planting (approximately 3.7 ha), and woodland and species rich grassland planting (approximately 3.5 ha) adjacent to/with links to Cliff Plantation (between Cliff Plantation and Ellerker Wold Lane) to mitigate for the potential loss of trees and vegetation within Brantingham Dale. All new woodland planting will be deciduous woodland mix and woodland edge mix to provide a range of habitats within the new woodland areas.	
8.3.48	Concern about impact on Bilks Hill woodland. Concern that the Design Development Report refers to mature trees as "plantation trees".			X	X	In this Route Section, the route converges with the existing 4ZQ overhead line to the west of Little Weighton Road before following a close parallel alignment to this overhead line for the remainder of Route Section 2. Mitigation planting areas are proposed adjacent to Woodale Wood and between Cliff Plantation and Ellerker Wold Lane to mitigate for the loss of trees in Bilkshill Plantation and Ellerker North Wold. These comprise approximately 0.6 ha of planting to extend existing woodland at Woodale Wood, and areas of woodland planting (approximately 3.7 ha), and woodland and species rich grassland planting (approximately 3.5 ha) adjacent to/with links to Cliff Plantation. All new woodland planting will be deciduous woodland mix and woodland edge mix to provide a range of habitats within the new woodland areas. Plantation woodland is a term to distinguish from semi-natural woodland and can also include mature trees. Both plantation and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						semi-natural woodlands are present within this area. Habitat surveys and relevant protected species surveys have been carried out on all areas of habitat affected by the Project, in order to inform appropriate mitigation requirements, as outlined in **Application Document 7.2 Outline Code of Construction Practice** and the Outline Landscape and Ecology Management Plan including an **Application Document 7.8 Outline Landscape and Ecology Management Plan**. The route oversails, and therefore for operational safety, requires removal of a strip of plantation woodland at the top of Bilks Hill. It is noted that this area of woodland has been felled and replanted in recent years. There are also areas of semi-natural woodland, called Bilkshill Plantation on the basemaps, to the west side of Bilk's Hill that will also require removal of a strip of woodland to facilitate the proposed overhead line. As described in the responses above, Despite the resultant removal of sections of woodland at Bilks Hill it is considered that this close parallel alignment helps reduce the wider landscape and visual impacts in this sensitive section of the Yorkshire Wolds Important Landscape Area. One veteran tree was recorded within Bilks Hill Woodland and would be unaffected by the Project, as described in **Application Document 7.14 Arboricultural Impact Assessment**.	
8.3.49	Concern about construction impact on wildlife if roads are created adjacent to Woodale Farm and existing tracks in the wood are not used for				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity through the Project design process. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing, including placement of roads has taken account of the natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. The existing tracks through the woodland would not be suitable for use for construction traffic in their current form and would require further	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	construction vehicles.					removal of woodland not essential for that below the overhead line. In addition, this would affect the ground flora within the woodland as well as the trees, along with wildlife present. The Environmental Statement (ES) considers effects of the Project on protected and notable species and habitats (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** assesses the effects on important ecological receptors and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**.	
8.3.50	Concern about impact on Brantingham Dale SSSI.	**X**				Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites including SSSIs, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify protected and notable habitats and species. The data have informed the assessment of effects on biodiversity and the findings are presented within Environmental Statement (ES) **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and, for birds and ornithology these are presented in **Application Document 6.9 Environmental Statement Chapter 9**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Ornithology and supporting appendices. Embedded measures are those that are intrinsic to and built into the design of the Project, and these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Habitat removal will be kept to a minimum inside Brantingham Dale SSSI, necessary for clearance relating to the proposed overhead line. New trees will be planted in mitigation planting areas, outside the SSSI, which are shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. These areas have been chosen with a view to extend existing woodland areas and/or provide links between existing areas of woodland. The minimal tree and scrub loss inside the SSSI may create conditions more suitable for grassland and other ground flora to establish or improve, including the calcareous grassland for which the SSSI is primarily designated. Scrub encroachment of the grasslands is listed as a pressure for this SSSI, negatively affecting its condition. Indirect impacts to the SSSI (for example, due to construction dust and pollution) will be mitigated as outlined in **Application Document 7.2 Outline Code of Construction Practice and Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.3.51	Concern about impacts to calcareous grasslands and a rare and highly ecologically diverse natural asset (Brantingham Dale)				**X**	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, including notable and protected species and habitats and designated sites, including Sites of Special Scientific Interest (SSSIs), through avoidance or mitigation. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As outlined in **Application Document 6.8.A3 Environmental Statement**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Appendix 8.3 Habitat Survey Report Brantingham Dale SSSI is designated for its species-rich chalk grassland, and areas of the SSSI and associated lowland calcareous grassland Priority Habitat occur within the Order Limits. However, a National Vegetation Classification (NVC) survey of these areas (detailed in **Application Document 6.8.A4 Environmental Statement Appendix 8.4 Botanical Report**) indicates that much of the sward now shows stronger affinities with *Arrhenatherum elatius*–dominated MG1 false oat-grass grassland community than with the unimproved calcareous grassland described in the SSSI's citation, reflecting rank growth and reduced grazing influence. See **Application Document 6.8.A4 Environmental Statement Appendix 8.4 Botanical Report**. Outside the SSSI boundary, but still within the Order Limits, a narrow linear strip of rank, ungrazed calcareous grassland is present along the sloping sides of a public pathway incised into the chalk bedrock. The NVC surveys concluded it shows affinities with NVC CG3 *Bromus erectus* calcareous grassland. See **Application Document 6.8.A4 Environmental Statement Appendix 8.4 Botanical Report**. Micro-siting of pylon working areas has minimised impacts to habitat inside Brantingham Dale SSSI with no significant effects to the calcareous grasslands anticipated. Impacts to calcareous grassland present outside of the SSSI has been minimised as far as practicable and would be limited to a narrow strip of this habitat that would be crossed by a construction access road. Suitable measures would be taken to ensure that the unaffected areas of calcareous grassland are protected during construction and that the calcareous grassland impacted would be reinstated to its original condition (or better). All grasslands will be reinstated to the current habitats, with top soil and subsoils for each grassland type being kept separate in order to retain the seed banks. Mitigation measures are outlined in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Actions and Commitments and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
Economic							
8.3.52	Long term cost of routeing overhead lines underground is minimal/ undergrounding through the Yorkshire Wolds and Brantingham Dale is cheaper in the long run.				**X**	Cost is one of the factors that needs to be considered in making decisions on the Project. National Grid has carefully considered the feedback received, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscapes (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. In addition to this, undergrounding cables in this area would require cable sealing end compounds, which would bring new concerns of siting this infrastructure in an Important Landscape Area. These reasons, together with the level of technical challenges associated with the constructability and deliverability of undergrounding cables in certain locations, such as the Brantingham Dale area, mean that an overhead line is proposed throughout Route Section 2. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to limit the spread of infrastructure and minimise the impacts of the new overhead line. As part of the design process, National Grid seek to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						avoid significant environmental effects where possible, through careful and sensitive routeing. National Grid has undertaken a comprehensive Environmental Impact Assessment for the Project, to help ensure that matters relating to the environment are considered when developing the proposals for the Project. This has included a number of topic specific assessments including a landscape assessment within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual assessment in **Application Document 6.7 Environmental Statement Chapter 7 Visual**, which assess the Project's impact on the landscape and visual receptors in the local area.	
Environment							
8.3.53	Need further information on environmental mitigation/ Mitigation should be a priority.			**X**	**X**	Environmental appraisal has been an integral part of the Project design from the outset which has meant that the process of routeing seeks to reduce impacts through avoidance or mitigation. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required in this section of the route. Mitigation is presented within the Environmental Statement (ES) and within the suite of control and management plans presented as **Application Documents 7.2 – 7.9** which set out control and management measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 7.3 Register of Environmental Actions and Commitments.**	
Ground Conditions							
8.3.54	Concern about long term impact			**X**		National Grid will reinstate all land temporarily required for construction to a standard no worse than prior to construction in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	of construction access routes on soil condition and land usability.					areas where disturbance has occurred. In addition to this, through the Environmental Impact Assessment process both the construction and operation stages of the Project are assessed and mitigation measures proposed where appropriate and feasible. If consented, the Project will be subject to commitments within **Application Document 7.2 Code of Construction Practice (CoCP)** and associated management plans, which details the management measures to minimise environmental impact from the construction phase of the development. It provides Project specific management measures, remains live throughout construction and is updated if activities or conditions onsite change. The use of a CoCP is designed to avoid, minimise, and mitigate against any construction effects on the environment and surrounding community. Soil management measures are set out within **Application Document 7.5 Outline Soil Management Plan** (SMP). Measures within the outline SMP include but are not limited to the following: • how topsoil and subsoil will be stripped and stockpiled (based on detailed soil survey data); • suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil; • how soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil; • specific measures for managing sensitive soils; suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works; • approach to reinstating soil that has been compacted, where required; and • details of measures required for soil restoration.	
8.3.55	Ground condition is not suitable for			X		National Grid acknowledges the concerns raised regarding ground conditions and their potential implications for the construction of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	construction access routes.					project. Intrusive ground investigations and assessment will be undertaken prior to construction, including the measurement and monitoring of groundwater levels, geotechnical and geoenvironmental sampling and testing as appropriate. The information will inform geoenvironmental assessment, where required, and appropriate geotechnical design in relation to the site/structure specific ground conditions, identified by the intrusive ground investigation including ground instability/adverse ground conditions/ground gas etc. Therefore, any risks from these hazards would be considered within the engineering design of the new infrastructure in accordance with good practice. The measure is presented in Application **Document 7.3 Register of Environmental Actions and Commitments** and secured by a Requirement in **Application Document 3.1 Draft Development Consent Order.**	
Health, Safety and Security							
8.3.56	Concern about impact on health due to increasing electric and magnetic field (EMF) exposure at the cross-roads near Riplingham due to already-existing overhead lines.				**X**	The UK has a set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Where an overhead line is proposed in close proximity to another, these will be designed so the total fields do not exceed these exposure guidelines, including near Riplingham. This helps ensure that health concerns relating to EMFs are properly and adequately addressed. National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. The human health and wellbeing assessment as part of the EIA for the Project is presented within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** and assessed the health effects for residents and employees within proximity to the alignment utilising **Application Document 7.11 Electric and Magnetic Field Compliance Report**. National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause some stress and anxiety. Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment. **Application Document 7.11 Electric and Magnetic Field Compliance Report** is submitted with the application for development consent to demonstrate compliance with the EMF requirements of NPS EN-5. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						at an early opportunity and provide a regular point of contact to respond to queries and concerns.	
8.3.57	Further assessment on the effects of electric and magnetic field (EMF) exposure should be undertaken.				X	Research into possible health effects of Electric and Magnetic Fields (EMFs) has been conducted for the past four decades and is ongoing worldwide. This research is reviewed systematically by independent and authoritative scientific organisations such as the World Health Organisation (WHO) and the UK Health Security Agency (UKHSA). National Grid does fund research into EMFs, although this a small part of the overall funding in this area, and any research funded is carried by independent research facilities. Where National Grid does fund research, contracts are in place that guarantee independence and integrity from National Grid and requires the results, whatever they may be, to be published in the peer-reviewed literature. The exposure limits that all National Grid's equipment is designed to meet, have been based on careful reviews of that research to protect against EMF effects. The UKHSA and Department of Health and Social Care have a remit to review new research in this area and ensure that current guidelines and policies are reflective of any new research. To further protect people, the Government adopted a precautionary measure for overhead lines called 'optimum phasing'. This is a design measure that ensures that the magnetic fields produced by overhead lines reduce as quickly as possible with distance, acting to reduce exposure. This precautionary measure in conjunction with compliance with independent exposure limits set to protect against exposure are applied to the design of all equipment on the project. Government policy on EMF detailed in National Policy Statement EN-5 states that 'where it can be shown that the line will comply with the current public exposure guidelines and the policy on phasing, no further mitigation should be necessary'.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment. **Application Document 7.11 Electric and Magnetic Field Compliance Report** is submitted to demonstrate compliance with the EMF requirements of NPS EN-5.	
8.3.58	Concern about impact on mental health.			X		National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the project National Grid has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the project has progressed, National Grid has sought to provide certainty on the plans wherever possible. All of the consultations have included easily accessible information on the plans at that stage, along with opportunities to engage directly with the Project team (such as via webinars and public exhibitions). Where appropriate, National Grid has tailored this approach to suit the needs of individuals, such as by offering home visits or individual meetings. Despite this, National Grid acknowledges that they cannot respond positively to every request to change the proposals received, and that some will disagree with the decisions made. However, National Grid will always be happy to engage with those interested to discuss the plans and explain the rationale behind decisions. As part of the development of the overhead line route, National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. As set out in **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**, health is defined as encompassing both physical and mental wellbeing. Consequently, potential effects on mental health have been considered throughout the assessment.	
8.3.59	Safety concern for impacts on local airfields/ pilots/ light aircrafts.				**X**	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has also continued to engage with identified airfields, to understand their concerns and how the airfields are being used. This has helped inform assessment of any potential impacts of the Project in relation to airfields. The alignment routes the new overhead line in close parallel with the existing overhead line in the vicinity of Mount Airy in this Route Section. Discussions are ongoing with the airfield operator on potential modifications to the current flown circuit pattern.	
8.3.60	Concern about impact on livestock due to overhead lines oversailing paddocks on Rowley Road.				X	Overhead lines are a long-established feature of agricultural landscapes, and an extensive industry experience indicates that livestock can safely graze beneath conductors. To address specific concerns the project incorporates measures including minimum clearance standards which are applied to ensure that conductors remain at a safe height above ground in accordance with national safety regulations and engineering requirements. Construction phase management plans will include measures to protect livestock such as temporary fencing, safe working zones, coordination with landowners to plan activities around livestock movements and sensitive periods, avoidance of critical requirements such as water troughs, gates and livestock handling areas where it is possible through design refinement. Ongoing liaison with landowners will take place to identify and address any site-specific livestock behaviour concerns or management needs.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Possible effects of electric and magnetic fields (EMFs) on various animals have been studied. National Policy Statement (NPS) EN-5 sets out the UKs requirements on EMFs exposure from electricity assets, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels. **Application Document 7.11 Electric and Magnetic Field Compliance Report** is submitted with the application for development consent to demonstrate compliance with the EMF requirements of NPS EN-5. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in NPS EN-5 which states: "*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences*." National Grid's website provides further information for landowners and relevant contact details. In addition, specific industry guidance is available for landowners, such as publications from the Health and Safety Executive such as 'Agriculture Information Sheet No 8 (Working safely near overhead electricity power lines)' and 'Avoidance of danger from overhead electric power lines General Guidance Note GS6 '.	
Landowner							
8.3.61	Concern about impacts to individual property due to proposed land use. Appropriate compensation must be offered to			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	impacted landowners because of this.					The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
8.3.62	Request from landowner to purchase area of woodland in Brantingham affected by the route for Biodiversity Net Gain (BNG) purposes.			X		At present, there is no legislation that requires National Grid to purchase land or property that is not required permanently as part of the Project. Where land is required either temporarily or permanently to facilitate the works, affected landowners will be compensated in line with relevant legislation and the Compensation Code. National Grid recognises that its proposals may cause concern to landowners. Any diminishment of property value, known as injurious affection, alongside any other applicable heads of claim, would be considered on an individual basis in accordance with current legislation. Our preferred approach is always to seek a voluntary agreement with landowners, acquiring the necessary rights in line with our Land Rights Strategy. Should a voluntary agreement not be reached, the Compulsory Code provides a framework under which landowners may claim compensation for any demonstrable loss arising from any reduced value of retained land as a direct result of the works. All affected landowners will be compensated for any temporary or permanent losses, assessed on a case-by-case basis under the Compensation Code. With regard to Biodiversity Net Gain (BNG), separate legal agreements are entered into. National Grid will	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						consider suitable locations long term security and deliverability of biodiversity commitments. A range of options continue to be explored, and National Grid remains open to discussions with interested parties. National Grid would be happy to discuss the process, and requirements should you wish to explore whether the woodland could potentially be put forward as a BNG site.	
8.3.63	Complaint about non-intrusive surveys taking place without formal consent to access property.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid seeks to obtain voluntary survey access through licences in the first instance, however when reasonable efforts have failed to agreed access National Grid may use statutory powers under the Housing and Planning Act 2016, Section 172. While notices are served, National Grid will continue to work with landowners, agents and other affected parties. Regarding the land referenced in this response, a voluntary survey access agreement was signed by the landowner in April 2024. At the time the surveys were undertaken, the landowner was notified and access was agreed.	
8.3.64	Landowner priority access to fields from Sands Lane, near Ellerker, must be maintained throughout the construction process.			X		National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate the effects of the Project on their activities. Through the design evolution of the Project, National Grid has continued to engage with landowners and considered feedback provided during the consultation periods to support with limiting the impact of the Project on landowners. During construction of the Project a temporary haul road is proposed to limit the use of and disruption to the local highway. The section of Sands Lane near Ellerker that falls within the Order Limits will remain accessible to the public, and landowners will continue to have access to their land from Sands Lane, with the haul road being used solely	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						for the Project. National Grid remains committed to engaging constructively with persons with an interest in land to minimise impacts where reasonably practicable and to ensure that concerns are considered as the design and construction planning progress. National Grid will work with landowners and business owners throughout negotiation of the voluntary agreement to understand whether temporarily severed land or alternative land owned or occupied by the affected parties can be used to generate productive goods to mitigate losses. Where practicable, National Grid will provide access to land severed by the construction works to allow the business to have access to as much land as possible for their business practices to continue. Where access cannot be provided, the voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and/or loss outside of statutory legislation. If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of compensation for the damage or loss that property owners may have suffered as a direct result of the project.	
8.3.65	Further engagement with landowners is needed.			X		National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate the effects of the Project on their activities. Through the design evolution of the Project National Grid has continued to engage with landowners and considered feedback provided during the consultation periods to support with limiting the impact of the Project on landowners. Ongoing discussions between landowners and the Project team have continued outside of statutory consultation periods, supported by regular engagement from the Projects land agents. Communication has also been maintained though our regular newsletter, as well as	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						open channels of communication via the project email, phone and website also being available.	
8.3.66	Further information on impact of the Project on specified land parcels is needed.			X		National Grid has and will continue to work with all landowners, including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. The Donkin and Ings land parcels host no permanent development, however, are within the Order Limits and host the temporary haul road and a stringing area. The haul road has been aligned to sit at the boundary edge of the land parcels, and all land use requirements have been rationalised to ensure the minimal disruption to landowners.	
Landscape and Visual							
8.3.67	Concern about impact on villages and properties with overhead lines on either side.			X		National Grid has sought to avoid the presence of an overhead line on multiple sides of properties and villages through careful routeing and siting, as far as practicable. Through siting the new overhead line in close proximity to the existing line within Route Section 2, National Grid has limited the spread of infrastructure, such that villages and properties do not have an overhead line to both sides within the Route Section 2.	
8.3.68	Concern about impact on rural landscape/ urbanisation of rural landscape/ greenspace / countryside/ open landscape. Concern about impact on local	X			X	Through routeing and siting, National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	landscape and views.					**Application Document 6.7 Environmental Statement Chapter 7 Visual**. In Route Section 2, the majority of the proposed overhead line runs parallel with the existing 4ZQ overhead line. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape and views are not fundamentally altered.	
8.3.69	Concern about impact on Brantingham landscape.				**X**	A landscape assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The landscape around Brantingham is summarised as sloping wooded farmland that occupies part of the southwest facing slope of the Yorkshire Wolds. The landscape has been judged to be of high value and susceptibility within the assessment and would be directly affected during construction and operation of the proposed overhead line. Construction of the line swap in the Brantingham area would intensify the construction effects, although these effects are temporary. During operation, the addition of a proposed overhead line extends the influence of the existing 4ZQ overhead line, affecting the character of views and overall scenic quality and there would be permanent tree loss on the scarp slope near Brantingham due to the need to maintain a suitable safety clearance distances either side of the new line by managing vegetation regeneration. There would be localised significant effects during both construction and operation,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						although limited to those areas within 200-300 m of the proposed overhead line. From Brantingham itself, effects are not considered to be significant as while there may be some views of the construction activities and the proposed overhead line when completed, in most instances, the combination of being parallel with the existing 4ZQ overhead line, distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered within the wider landscape.	
8.3.70	Concern about the impact on the landscape between Ellerker and Brantingham.				X	A landscape assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. In the section between Ellerker and Brantingham, the route runs parallel with the existing 4ZQ overhead line. While there would be views of the construction activities and proposed overhead line when completed, being parallel minimises the landscape effects and helps ensure that the composition and character of the landscape is not fundamentally altered.	
8.3.71	Concern about impact of nearby access route on the views from properties in Woo Dale.					Construction access routes have been carefully considered by National Grid as part of our iterative design process taking into account existing highway infrastructure, land use, and potential effects on local communities. Wherever practicable, existing access points and established routes have been utilised to minimise the need for new infrastructure and to reduce disturbance. National Grid has considered opportunities to make use of the existing tracks,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						access routes and clearings where reasonably practicable. However, it has not been possible to rely solely on these existing features throughout the route. The location and design of the temporary haul road at Woo Dale has been developed to provide safe and reliable access to construction locations while taking account of engineering, environmental and health and safety considerations. The access track has been designed to hug the edge of the woodland and beyond the existing overhead line, so it is as far from properties as possible without the need to remove additional woodland which helps to screen the proposed overhead line. But it is acknowledged that there would be a temporary effect on views from the access track and associated construction vehicles which would be visible from the properties at Woo Dale.	
Noise and Vibration							
8.3.72	Concern about impact of operational noise of pylons creating a buzzing sound.			X		Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is reduced as far as practicable. A noise and vibration assessment forms part of the Environmental Statement (ES), prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations') presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. A 'triple Araucaria' conductor is proposed for the majority of the route, including within Route Section 2. The 'triple Araucaria' conductor system is low noise, and adverse effects (and therefore also significant adverse effects) from operational noise are not expected, even directly underneath the line under wet conditions. Based on this, operational noise from proposed overhead lines strung with triple Araucaria conductors is scoped out of the assessment. However,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						further information regarding noise from the triple Araucaria system is presented in **Application Document 6.16.A5 Environmental Statement Appendix 16.5 Operational Overhead Line Noise Assessment**, for information.	
Planning							
8.3.73	Concern about cumulative impacts with planned developments.			**X**		Existing and planned development has been taken into account when developing the Project. With regard to multiple developments impacting specific areas and/or receptors, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project with any subsequent mitigation measures (if necessary) presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects. Application Document 5.11 Interrelationship Document** provides detail when the project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
Socio-economic							
8.3.74	Concern about impact on local businesses.			**X**	**X**	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project to local businesses. To reduce potential impacts, National Grid has identified businesses, recreational and tourism assets as well as recreational land and open spaces likely to generate tourism. These have been considered during the iterative design process. Our priorities, from a socio-economic perspective, is to where possible,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						avoid towns, villages and businesses, where there are likely to be people who live and work in the area. A socio-economic assessment forms part of the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Where impacts on business, recreation and tourism receptors and recreational land and open spaces have been identified these have been presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and other factors which can impact are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. Within Route Section 2 one business within the Order Limits to which access would be required. This is Rowley Cottage Kennels, which is associated with the residential Rowley Cottage. The business is a small, licensed dog boarding and grooming business operating in Rowley. It serves a local and sub-regional catchment across East Yorkshire, Hull and Lincolnshire. Whilst dog boarding is not a specialised or rare service, the business is an established commercial operation with a local client base for which some alternative provision exists in the wider area. During construction, temporary third-party works along the driveway and a pathway outside the kennels would be required to underground the existing Northern Power Grid overhead line. This will likely cause temporary disruption to customer access during work hours due to the presence of construction staff and vehicles, though access to the site would be maintained throughout. The core operational infrastructure would not be physically affected and no loss of business activity would be expected to result. The construction activities will not permanently impede the use or integrity of the land, which will be able to be used	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						as originally. This results in a temporary minor adverse effect, which is not significant. During construction impacts will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans including controls on working hours, construction traffic management and measures to minimise noise and dust. National Grid is committed to ongoing engagement with local communities, providing clear information and advanced notice of construction activities and responding to concerns as the project progresses. With the proposed mitigation measures in place, impacts will be minimised and managed appropriately in accordance with national policy and best practice. Such measures are secured by Requirements in **Application Document 3.1 Draft Development Consent Order.**	
8.3.75	Concern about impact on recreational activity (shooting, horse riding, aviation)			**X**	**X**	As part of the design process, National Grid seeks to avoid impacts on recreational activity where possible, through sensitive routeing and siting. Our priorities, from a socio-economic perspective, are to where possible avoid towns, villages and businesses, where there are likely to be people who live and work and use recreational facilities in the area. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential effects on private, community, recreation and tourism assets in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** where impact to land based recreational receptors and aviation have been assessed. Other factors which can impact users of recreational facilities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.7 Environmental Statement Chapter 7 Visual**, **and Application Document 6.14 Environmental Statement Chapter 14**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Traffic and Transport and their residual effects have been taken in to account. No recreational land facilities are anticipated to experience any significant severance effects during construction of the Project and there are no sections of recreational or open space that would experience a significant effect on their amenity during construction. In respect of aviation Mount Airy Airfield provides recreational aircraft storage for approximately 12 to 13 resident flyers, storing a mixture of microlight and fixed wing aircraft, with the owner intends to build a further six hangars. The site does not offer flight training, run events or undertake a wider community recreational function. An existing overhead line already runs close to the airfield which the operator has confirmed does not currently cause any operational issues. The recreational offer is limited to a small number of resident flyers for whom alternative airfields are available in the wider area. Resident flyers would retain access to the airfield and continued operation is achievable through a straightforward circuit adaptation. The modification to the south circuit represents a minor operational adjustment rather than a significant impairment of recreational use, particularly given that the existing overhead line already introduces some constraint. Northerly circuits are entirely unaffected. Recreational users are not materially impaired from a baseline perspective in terms of accessing this recreational use. Overall, this results in a permanent negligible effect, which is not significant.	
8.3.76	Concern about the loss of employment opportunities for local pilots.				X	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has also continued to engage with identified airfields, to understand their concerns and how the airfields are being used. This has helped inform our assessment of any potential impacts of the Project in relation to the airfield. The alignment routes the new overhead line in close parallel, to the south of the existing overhead	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						line in the vicinity of Mount Airy. The airfield is used for recreational flying with no aviation businesses operating from the site, and the airfield is expected to be able to continue operating during and following construction of the Project.	
8.3.77	Concern about impact on income because of land loss.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. During the construction stage of the Project, there would be areas of agricultural land that would be temporarily disrupted. National Grid would only use land that is required as part of the Project and would seek to minimise the use of agricultural land where reasonable and safe to do so. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. National Grid would seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
Sustainability							
8.3.78	Net Zero should not be at the expense of valuable carbon sinks (i.e. Bilks Hill woodlands), which contradicts the aim to reduce emissions.			X		National Grid acknowledges concerns that the Project should not come at the expense of valuable carbon sinks, particularly existing areas of woodland. The Project team shares this priority and has undertaken detailed environmental assessments to ensure that impacts on woodland and other vegetated carbon stores are avoided wherever possible. Route selection has been informed by constraints mapping ecological surveys and carbon impact considerations, with the design refined to minimise direct loss of woodland. This strategy involves mitigation planting to replace any loss of woodland cover, the use of native species to maximise ecological value and long-term carbon sequestration potential, and management plans to ensure successful establishment and long-term maintenance of the new planting. Multiple mitigation planting areas are proposed within this Route Section. A linear belt of planting is proposed between Socken Wood and Riplingham Road to mitigate for potential loss of trees and vegetation within Socken Wood. Areas of mitigation planting are proposed adjacent to Woodale Wood and between Cliff Plantation and Ellerker Wold Lane to mitigate for the potential loss of trees and vegetation within Brantingham Dale. Through this approach the project aims not only to compensate for any unavoidable loss but to deliver a net long-term gain in woodland cover and carbon	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						sequestration capacity. Continued monitoring will ensure that mitigation measures perform as intended.	
Traffic and Transport							
8.3.79	Concern about impact of construction traffic on local road infrastructure.				X	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality.** The assessment includes a Traffic and Transport assessment. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP includes the roads within Route Section 2 and will ensure traffic generated by construction activities is managed safely, efficiently, and with minimal disruption to the surrounding area through appropriate measures. In addition, **Application Document 7.15 Transport Assessment** has been produced as part of the application submission, which assesses the impacts of construction traffic, including at all access locations.	
8.3.80	Access routes for construction traffic near Woodale Farm and Woodale House are not suitable.				X	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 6.14 Environmental Statement Chapter 14 Traffic and Transport and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction. Construction traffic in the vicinity of Woodale Farm and Woodale House will utilise the temporary haul road proposed for the Project as a suitable means of access.	
Walkers, cyclists and horse riders							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.3.81	Impact on public footpath between Riplingham Road and Rowley Road (VP2.1 in appendices / ROWLF03 on local authority map) must be considered.			X		National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. National Grid is committed to maintaining safety for all PRoW users throughout the construction period. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order.** The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. This includes ROWLF03 which will be subject to management/access	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						control during construction due to its proximity to a construction access tracked. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment** (TA).	
8.3.82	Concern about impact on Yorkshire Wolds Way National Trail during operation.	**X**			**X**	National Grid is committed to maintaining safety for all PRoW users throughout the construction period. As part of the iterative design process, National Grid has undertaken an assessment to gain an understanding of the existing local road network, the existing Public Rights of Way (PRoW) network and wider connectivity, which the Project may need to utilise during both the construction and operation phases. As part of this assessment, National Grid has worked closely with the relevant highway authorities and Public Rights of Way (PRoW) Officers to understand and gain information on PRoW network. This is documented within **Application Document 5.9 Statement of Common Ground** with the Local Highway Authorities (LHAs). This information has been used to inform and guide **Application Document 7.6 Outline Public Rights of Way Management Plan**. National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Assessment, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. An assessment of the visual effects, including the sequential effects, during operation for people using the Yorkshire Wolds Way is provided in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. As the Yorkshire Wolds Way passes under the new overhead line where it is parallel to the existing overhead line and views are filtered by large woodland blocks, the geographical extent of effects on users of the path has been minimised. Effects on users of the Yorkshire Wolds Way are not considered to be significant in operation, with there being no foreseen need for closures of the Yorkshire Wolds Way during operation. Part of the Yorkshire Wolds Way will be used as a maintenance access to maintain the overhead line in the future. However, this is an existing vehicle access, adjoining the adopted highway (Dale Road), and is considered to have minimal impacts during operation.	
8.3.83	Concern about impact on Yorkshire Wolds Way National Trail during construction				**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Statement Chapter 17 Socio-economics, Recreation and Tourism. National Grid has worked closely with the relevant highway authorities and PRoW Officers to understand and gain information on PRoW network. This is documented within **Application Document 5.9 Statement of Common Ground** with the Local Highway Authorities. This information has been used to inform and guide **Application Document 7.6 Outline Public Rights of Way Management Plan**. National Grid is committed to maintaining safety for all PRoW users throughout the construction period. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order** In respect of the Yorkshire Wolds Way (ELLRF02), a section of the National Trial to the east of Ellerker Wold Lane, to Dale Road will be impacted during construction. Access will be managed through the Access Control strategy to ensure that pedestrian use can continue safely throughout the construction period, with temporary measures implemented as necessary to maintain connectivity. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid will ensure residents, landowners and others are fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising.	
Water, Flood Risk and Drainage							
8.3.84	Possible conflict with existing project (West Wolds Slow the Flow), designed to prevent future flooding.			X		National Grid acknowledges that West Wolds Slow the Flow is an informal partnership, which aims to reduce flooding in the West Wolds villages and surrounding areas using nature-based solutions in the parishes of Newbald, Hotham, North Cave, South Cave, Ellerker and Brantingham, which roughly corresponds with the 'Mill Beck Catchment'. New Project infrastructure has been subject to a detailed flood risk assessment (FRA) found in **Application Document 7.13 Flood Risk Assessment**, which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to help ensure, in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of the assessments are presented in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment**. Flood risk and drainage mitigations and controls are reported in Section 11.9, with the residual effects assessment presented in Section 11.10, concluding that there would be no significant effects.	
8.3.85	Support for approach to assessment to	X				National Grid thanks the respondent for their support relating to the Grid's approach to assessment and mitigation of impacts on the water environment.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	understand potential impacts and to inform mitigation for sensitive receptors						

Route Section 3: A63 dual carriageway–River Ouse crossing

Table 8.4 – Summary of consultee feedback and National Grid's response for Route Section 3: A63 dual carriageway–River Ouse crossing

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.4.1	Access routes must be carefully considered.	X		X	X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						14 Traffic and Transport and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. A comprehensive review of the PARs has been undertaken, with the aim to avoid impacting areas of population wherever possible and maximising the use of the haul road. There are a number of access points which have been carefully considered within Route Section 3. This section of the route includes Brantingham Dale where access routes have taken into consideration the terrain and sensitive land uses in this location. Access to the haul road in this location is taken off Ellerker Road, with a temporary bellmouth providing safe entry and egress. Further southwest the haul road and temporary construction compound is accessed via Brough Road, again with suitable visibility and temporary bellmouths ensuring safety to all road users. As the haul road continues along the alignment and crosses Ings Lane, Carr Lane to the north and south of Broomfleet Railway Station, Tongue Lane and Main Road at the access to the construction compound and at the crossing point at Saddlethorpe	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Broad Lane, areas of highway will be widened to ensure adequate passing places to facilitate construction traffic.	
8.4.2	Access routes should follow existing tracks or repurpose road infrastructure to avoid field drains.			X		Where possible National Grid has sought to include existing tracks in the Project to reduce additional land take. Existing tracks and road conditions have been considered when developing the final access routes for construction, operation and maintenance, as presented as part of **Application Document 7.15 Transport Assessment** (TA) and assessed within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the construction access strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** includes an assessment of the potential impact of the Project on field drainage systems and confirms that where any works may disrupt or sever existing field drainage systems, temporary measures would be put in place to maintain such drainage routes during construction, then the systems would be reinstated post-construction. Measures relevant to the control and management of impacts during construction are presented in **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.4.3	Concern about impact of construction activity and traffic on residents' health/ mental health (restricting accessibility, safety concerns and increased noise).		**X**			National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. It also acknowledges the concerns raised regarding the potential effects of construction traffic and construction activities on horse riders, cyclists, pedestrians, runners, dog walkers and other vulnerable road users, including the safety of users on local roads, Public Rights of Way (PRoW), National Cycle Network routes, recreational routes and in the vicinity of schools, level crossings and other sensitive locations.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The potential impacts on vulnerable road users have been considered as part of the iterative design process within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The assessment has informed the construction access strategy and the development of traffic management measures to minimise interactions between construction traffic and vulnerable road users, where reasonably practicable. National Grid recognises the importance of maintaining safe access for pedestrians, cyclists and other recreational users at locations where construction traffic may interface with popular walking, cycling and recreational routes. Construction traffic management measures will be designed to minimise disruption to these users and maintain safe passage where reasonably practicable and does not jeopardise highway safety. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) establishes the framework for the management of construction traffic during the construction period. Where construction traffic interfaces with PRoW, cycle routes, recreational routes or other areas regularly used by vulnerable road users, appropriate management measures will be implemented to maintain safety and minimise disruption. These measures may include temporary traffic management, signage, banksmen or traffic management operatives, marshalled crossings, reduced speed limits where appropriate, and clearly defined crossing points. Where temporary closures or diversions are required, these will be managed in accordance with the OCTMP and **Application Document 7.6 Outline Public Rights of Way Management Plan** and implemented in consultation with the relevant highway and PRoW authorities.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Where construction activities interface with other transport infrastructure, including level crossings, National Grid will continue to engage with the relevant infrastructure managers and highway authorities to ensure that appropriate traffic management measures are developed and implemented. Prior to construction, the appointed Contractor(s) will prepare a detailed Construction Traffic Management Plan (CTMP), in consultation with the relevant highway authorities, which will identify the detailed traffic management arrangements and mitigation measures required to maintain the safety of vulnerable road users throughout the construction period. **Application Document 7.15 Transport Assessment** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** include an assessment of safety, which consists of a review of road traffic accidents, highlighting specific areas for further assessment. An assessment of construction noise is provided in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, and an assessment of the impact on air quality during construction is presented in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality,** and both confirm no significant adverse effects are anticipated in Route Section 3. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** draws upon the study areas and residual effect conclusions of the relevant technical chapters, where applicable, to consider the extent to which potential effects may influence health and wellbeing of local residents resulting from the construction of the Project. It recommends appropriate mitigation to ensure that risks to public safety are avoided or minimised wherever practicable.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans which will include measures to control working hours, noise, dust, vibration, and construction traffic as well as arrangements for site management and monitoring. The core construction working hours are between the hours of 07.00 and 19.00 Monday to Friday and 0800 and 1700 on Saturdays, Sundays, bank holidays and other public holidays. Construction working will be undertaken within the agreed working hours set out in and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**. These measures are intended to minimise potential impacts on residential amenity and health. With the proposed mitigation measures in place, construction related impacts on health and local residents are expected to be temporary and not significant.	
8.4.4	Concern about construction activity causing damage to local road infrastructure, including Staddlethorpe Broad Lane.	**X**		**X**		National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant Local Highway Authorities (LHAs)and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant LHA. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction. A temporary construction haul road will be constructed within the Order Limits to provide access for construction vehicles along the alignment to limit construction vehicles using the local road network. At Staddlethorpe Broad Lane, highway widening is proposed to facilitate construction vehicles access and egress from the haul road.	
8.4.5	National Grid should repair any roads in poor condition prior to use, such as Tongue Lane, and repair any infrastructure damaged during construction.	**X**		**X**		National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant Local Highway Authorities (LHAs) and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant LHA. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction. Whilst National Grid appreciates the concern regarding the existing condition of certain local roads responsibility for the maintenance and repair of the public highway network rests with the relevant LHA. As a developer National Grid does not have the legal authority to undertake improvement works to public highways unless agreed	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and directed by the highway authority under appropriate legal mechanisms or under the terms of the DCO. A temporary construction haul road will be constructed within the Order Limits to provide access for construction vehicles along the alignment to limit construction vehicles using the local road network. At Staddlethorpe Broad Lane, highway widening is proposed to facilitate construction vehicles access and egress from the haul road.	
8.4.6	Construction should be completed during dry conditions to avoid flooding on fields in Yokefleet.			X		National Grid Recognises the importance of protecting soil structure, drainage systems and agricultural productivity. Construction programming will where reasonably practical take seasonal conditions into account, particularly in relation to ground works on agricultural land. However, it is not feasible to limit construction activity exclusively to dry weather periods as programme certainty, safety considerations and network delivery requirements must also be taken into account. National Grid will work in accordance with the commitments within **Application Document 7.2 Outline Code of Construction Practice** whereby the Contractor(s) will subscribe to the Environment Agency's flood warning e-service, which provides advance notification of potential local flooding events, and subscribe to the Met Office's Weather Warnings email alerts system and any other relevant flood warning information.	
8.4.7	Construction traffic should be routed to avoid local roads (Tongue Lane, Wallingfen Lane, and Norfolk Bank/ Ings Lane) and infrastructure that is in poor condition/may be unsuitable for HGVs.		X	X	X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities (LHAs) and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant (LHAs). At Tongue Lane, Wallingfen Lane, Norfolk Bank and Ings lane highway widening is proposed to facilitate construction traffic as it accesses the temporary construction haul road. These roads are designated as PARs within the assessment. Details of how the PARs have been identified and assessed are included within **Application Document 7.15 Transport Assessment** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The OCTMP includes measures to provide clear signage during construction to make sure construction traffic uses the agreed routes and stays within the speed limit imposed for construction traffic. In accordance with commitments within **Application Document 7.2 Outline Code of Construction Practice** a record of condition will be carried out (photographic and descriptive) on the highway that may be affected by the construction activities, prior to works commencing. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement of the highway at least meets that recorded in the pre-condition survey.	
8.4.8	Concern about construction impacts causing local disruption related to road congestion on narrow lanes, disrupting local commuter and agricultural traffic.	X	X	X	X	National Grid is aware of the existing road traffic conditions and localised restrictions within the area and has considered these when developing the final construction traffic routes (referred to as PARs) presented as part of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). To reduce construction impacts on narrow lanes the Project is proposing highway widening of Tongue Lane, Wallingfen Lane, Staddelthorpe Broad Lane and Norfolk Bank/Ings Lane to facilitate construction traffic access and egress the temporary construction haul road. These roads are designated as PARs within the assessment.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Details of how the PARs have been identified and assessed are included within **Application Document 7.15 Transport Assessment** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. To make sure disruption to the local community is limited, OCTMP has been developed, which sets out the good practice measures to reduce disruption on the local road network during construction, measures include the provision of clear signage during construction to make sure construction traffic uses the agreed routes and stays within the speed limit imposed for construction traffic. It is also proposed that construction traffic will be moving outside the traditional peak hours. National Grid has built embedded measures into the design of the Project, embedded measures are those that are intrinsic to and built into the design of the Project. Of note is the inclusion of a strategically located and optimised temporary haul roads along the Project alignment to support construction of the Project and reduce the effects of construction traffic movements on the local public highway network during construction. Details of measures within the OCTMP **include** the implementation of a Driver Management Strategy, which ensures that all delivery drivers are adequately trained on aspects such as specific routeing.	
8.4.9	Construction traffic routes should take the least disruptive route so that farming operations are not disrupted.			**X**		A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the construction	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						access strategy, the National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities (LHAs) and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant LHAs.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid is and will continue to work with all landowners, including farmers who may be directly affected by the proposals, to understand the impacts on their operations and to work with them as the construction programme is developed. Details of measures within the OCTMP include the implementation of a Driver Management Strategy, which ensures that all delivery drivers are adequately trained on aspects such as specific routeing. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be established. Where respondents have expressed concerns about traffic routes National Grid has undertaken a review of the design and rationalised, where constraints allow, to reduce temporary construction impacts on landowners in the area. Details of how the construction traffic route (referred to as PARs) have been identified and assessed are included within the TA and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.**	
8.4.10	Details of construction start dates and hours of operation requested.				X	The core construction working hours are between the hours of 07.00 and 19.00 Monday to Friday and 0800 and 1700 on Saturdays, Sundays, bank holidays and other public holidays. Construction working will be undertaken within the agreed working hours set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**. **Application Document 7.2 Outline Code of Construction Practice** contains good practice measures that would be employed during construction to reduce disruption and nuisance, such as employing best practicable means (BPM) to reduce construction noise.	
8.4.11	Construction works will cause field severance.			X		Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 3.1 Draft Development Consent Order**. The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant Local Highways Authorities (LHAs). Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including liaison with the relevant LHAs, emergency services, affected landowners, businesses and local communities. National Grid has taken into consideration, and has sought to avoid where practical, any resulting field severance in the design of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Project. **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport and Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** assess the potential effects to severance from the construction works and recommends appropriate mitigation. Where respondents have expressed concerns about the construction works National Grid has undertaken a review of the design and rationalised, where constraints allow, to reduce temporary construction impacts on landowners in the area. In particular, in considering construction works National Grid has sought to balance access safety to/from the highway network, severance of agricultural fields, the proximity to residential properties, engineering design considerations such as topography, land availability for the haul road/s, passing places and soil storage, watercourses, road and Public Rights of Way crossings, flood risk, water logging and drainage, as well as archaeological and ecological features such as hedgerow crossings and the Root Protection Areas (RPAs) of trees and hedgerows and avoidance of key habitats such as woodland. The Compensation Code allows for claim for compensation to be made for prescribed losses that property owners whose land is used for the works, or may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Any settled compensation will enable them to be in a position of equivalence as far as money is able to do so.	
8.4.12	Further information on construction mitigation to alleviate disruption to			X		National Grid recognises the importance of minimising disruption and farming activities and maintaining the long term productivity of agricultural land. The level of detail presented during the statutory consultation in 2025 was proportionate to the Project's status at that	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	agricultural operations is needed.					time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment. The detailed environmental baseline now available has been used to identify appropriate mitigation measures where required. Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. Construction impacts on agricultural operations are addressed through a suite of mitigation measures secured via **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.4 Outline Construction Traffic Management Plan, Application Document 7.5 Outline Soil Management Plan** and ongoing landowner liaison. The outline	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						managements plans will be developed by the Main Work Contractor(s) prior to the commencement of construction into final control plans to discharge the requirement secured in **Application Document 3.1 Draft Development Consent Order**. Throughout the construction phase, National Grid is committed to maintaining clear and proactive communication with all landowners regarding construction works and the associated programme. The National Grid Lands Team, supported by Agricultural Liaison Officers, will ensure landowners are kept fully informed about the timing, scope, and progress of construction activities.	
Consultation							
8.4.13	The quantity of feedback received to the Project during the non-statutory consultation was insufficient to justify the preferred route to be positioned near Broomfleet.			**X**		The identification of the alignment has not been determined solely by the volume of consultation responses. Route selection is informed by a structured appraisal process which includes environmental constraints mapping, engineering feasibility assessment, land use and planning considerations, cost and deliverability analysis, and consultation feedback from such Terry consultees, local authorities, land owners and members of the public. A non-statutory consultation forms one component of a broader evidence base and its purpose is to gather early feedback to help refine emerging options rather than to determine route selection through numerical representation alone. National Grid has undertaken comprehensive routeing and siting studies to inform route identification and through environmental assessment have sought to mitigate impacts through avoidance and design. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) 2024 and **Application Document 7.19 Supplementary Corridor and Routeing Report** (SCRR) 2024 reports the process undertaken as part of the Options Identification and Selection Stage of the Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The CPRSS and SCRR set out routeing and siting activities including the identification, refinement, and assessment of options for preliminary corridors leading to the selection of the preferred corridor and route alignment. Appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of Project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. In the vicinity of Broomfleet, three discrete route options within the graduated swathe were presented during the non-statutory consultation. One path was sited to the south of the village of Broomfleet. A second path followed a parallel route on the northern side of the existing overhead line north of the village, crossing an area of active mineral extraction. The third and northern-most path diverged from a parallel alignment to the north of Broomfleet and passed between the Broomfleet Tile Works site and Oxmardyke Washlands Local Wildlife Site (LWS) which is located north of the main rail line to Hull. Adopting either of the two paths north of Broomfleet would necessitate a line swap-over of the proposed new and existing overhead lines if the proposed new overhead line were to be routed to the south of Ellerker. Some consultation feedback from non-statutory consultation indicated a preference for a route to the north of Broomfleet, to keep the new overhead line north of the village and north of the existing overhead line. Design considerations in this area include the potential impacts of the Project on bird species associated with the nearby nationally and internationally designated nature conservation sites on the Humber Estuary to the south, views from Broomfleet and isolated residential properties in this part of the Humberhead Levels and the impact	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						upon extraction and manufacturing operations at the Tile Works. Having undertaken more detailed assessments, surveys and given careful consideration to consultation feedback, the preferred alignment, as presented at statutory consultation, follows a central path of the graduated swathe, on the northern side and closely parallels to the existing 4ZQ line north of Broomfleet. This routeing reduces the spread of transmission infrastructure across the Humberhead Levels, reducing effects upon the local landscape. It also avoids introducing an overhead line into currently unaffected views southwards from Broomfleet. In comparison with the alternative paths within the graduated swathe to the north and south, the preferred alignment avoids introducing a discrete new barrier to bird movements across the Levels, instead reinforcing the presence of the existing overhead line. In this way any additional risk to birds associated with the Humber Estuary has been minimised. In addition, a route within the southern path would have introduced overhead lines far closer to the Estuary and intertidal areas of the Estuary. A route within the northern path would have introduced a new line between the extraction areas at the Tile Works and Oxmardyke Washlands LWS; both areas where surveys have confirmed the presence of significant bird numbers associated with the Estuary. The preferred alignment is the most technically complex of the three paths considered and demonstrates design mitigation to minimise adverse environmental effects at the design stage of the Project.	
8.4.14	A consultation event should have been held in Broomfleet, and not doing so has resulted in a lack of input by elderly residents who live in the village.				X	In response to feedback from earlier rounds of consultation, National Grid undertook a risk assessment of Broomfleet Village Hall to assess its suitability for hosting a public information exhibition during the 2025 statutory consultation. However, various factors, including the size of the venue and lack of on-site car parking, meant that it was judged that other nearby venues were better suited to hosting a public information exhibition. As such,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid opted to hold events at All Saints Community Centre (South Cave) and Gilberdyke Memorial Hall. Both venues are approximately 10 minutes away from Broomfleet by car, with Broomfleet and Gilberdyke additionally connected by a regular rail service. Whilst no public information exhibition was held in Broomfleet, National Grid sent a newsletter to all properties in Broomfleet advertising the 2025 statutory consultation. This newsletter included details of an email address, freephone telephone number and postal address that anyone interested could use to ask questions about the project, request paper copies of consultation materials and submit feedback.	
Cultural Heritage							
8.4.15	Concern about lack of consideration of the impact on non-designated heritage asset "Provence Farm", from construction and operation.			**X**		Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. Measures embedded into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project include the siting of pylon working areas and construction access tracks away from heritage assets as far as practicable. As such, the recorded location of Provence Farm (Humber Historic Environment Record (HHER) 154) has been avoided and, while it is within the Order Limits, it is approximately 30 m from the working area of pylon 4AF55. **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** assesses the potential for impacts to boundary features on the periphery of Provence Farm and concludes a potential minor adverse effect, which is not significant.	
Design							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.16	Concern that new pylons would be approximately 20 metres taller than existing pylons in the area.				X	The proposed new pylons in this section are of a steel lattice design, similar to the existing pylons in this section. Individual pylon heights are dictated by constraints such as topography, distance between pylons, crossings such as roads, railways, rivers, environmental features and a requirement to ensure sufficient electrical clearance, which makes a direct comparison between the old and the new routes challenging. Proposed pylon heights are set out in **Application Document 6.4.A1 Environmental Statement Appendix 4.1 Indicative Pylon Schedule.** A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Further information on pylon types can be found in **Application Document 5.9 Design Development Report**.	
8.4.17	Overhead lines should be routed in close parallel with existing overhead lines.		X		X	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, thereby keeping transmission infrastructure together and reducing the potential for adverse visual, environmental, and socio-economic impacts. Within Route Section 3 the alignment is routed in close parallel with the existing 4ZQ overhead line as per the request.	
8.4.18	Request for overhead lines to be undergrounded in Ellerker.			X		National Grid has carefully considered the feedback received during the stage one non-statutory consultation in 2023, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						efficient, which includes keeping costs down in the interests of bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. In this context, it is considered there are insufficient policy justifications to use underground cabling near Ellerker.	
8.4.19	Concern that alternative corridors were discounted and preference for the route north of Broomfleet presented at the non-statutory consultation.			X		National Grid presented a preferred corridor at non-statutory consultation, which identified three possible swathes for routeing in this location. The route alignment presented at the statutory consultation 2025, and that submitted with the Application, aligns the new overhead line in close parallel, to the north of the existing overhead line, to the north of Broomfleet, as is being requested in this response.	
8.4.20	Request for pylon 4AF53 to pylon 4AF56 to be rerouted north of specified farm to avoid two residential properties.			X		National Grid has considered the respondent's request to move the alignment of pylons 4AF53, 4AF54, 4AF55 and 4AF56 to the north of the property. The design request would introduce additional angles on the alignment, increase the overhead line length and could also potentially require an additional pylon due to this. The change would also result in an increase in length to the construction access route and cause overhead lines to be positioned on both sides of a property which can be avoided through the current design. Additionally, the changes requested would not achieve a close parallel with the existing overhead line, which is a routeing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						principle of the Project and is preferred for landscape, visual and ornithological reasons in this location. The Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, Rule 3 seeks when possible, for the route with least tension pylon to be chosen. For these reasons the requested change has not been incorporated into the Project's design.	
8.4.21	Request for the haul road to be realigned closer to the pylon route to avoid wet ground and reduce disruption to the field. Request for the haul road in field SE9228 0791 to be positioned closer to Sands Lane, including an alternative crossing point, to avoid wet ground and improve visibility. Request for the haul road to be realigned closer to and parallel with the pylon route to avoid wet areas and reduce disruption to the field.as well as improving Bellmouth Highway crossing at YEA107306.			X		National Grid has considered the request to realign the proposed haul road and bellmouth to access the field so it is closer to the overhead line to reduce disruption to the field. The realignment would provide a shorter, straighter haul road, provides improved visibility, reduces infrastructure conflicts and improves land usage as a consequence it has been possible to incorporate into the Project's design.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.22	Request for transmission lines within Route Section 3 around South Cave, Ellerker, Brantingham and Broomfleet to be undergrounded to reduce impacts on visual amenity. A much smaller underground cable length between South Cave and Broomfleet would offset the increased cost of undergrounding work.				X	National Grid has carefully considered the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. As part of the assessment process, National Grid has considered both overhead line and underground cabling in detail, particularly in the vicinity of the Yorkshire Wolds and the Humber Estuary, and the decision on the proposed alignment has been informed by our assessments, consultation and the baseline data gathered. Based on our assessments to date, there are insufficient policy justifications to use underground cabling between these locations. Undergrounding does come with technical complexity and risk and can be met with different environmental challenges associated with deep trenching and excavation within the ground. At Broomfleet although undergrounding may reduce visual amenity it comes with potentially significant adverse impacts during construction, and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. Undergrounding from the South Cave area would require cable sealing end compounds, which would bring new concerns of siting this infrastructure in an Important Landscape Area. These reasons, together with the level of technical challenges associated with the construction of underground cables in certain locations, such as the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Brantingham Dale area, mean an overhead line is proposed throughout this Route Section. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to limit the spread of infrastructure and minimise the impacts of the new overhead line on residents.	
8.4.23	Consultee requests that pylons 4ZQ66, 4ZQ65 and 4AF50 are realigned to reduce visibility from the line of sight from their property.				X	National Grid has considered the request to move these pylons from the line of sight of the respondent's property. However, relocation of these pylons would take them out of close parallel with the existing 4ZQ overhead line. The alignment has been designed to be in close parallel with the existing 4ZQ overhead line in this location due to the flat topography of the area and the wider landscape benefits of reducing the spread of infrastructure. Residential amenity of properties within 400m of the overhead line is assessed within **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment,** with properties within 150m considered in detail.	
8.4.24	Request that the distance from the top of the ditch (to the west of new pylon 4AF68) to the western-most leg of this new pylon must be the same as the distance from the top of the ditch (to the west of the existing pylon 4ZQ47) to the western-most leg of this existing pylon. Also, the distance from the northern-most leg of new pylon 4AF68 to the centre of the hedge to the north must be			X		National Grid has considered the request to relocate pylon 4AF68 so that it is the same distance from the ditch as the existing pylon 4ZQ47 and at least 50 metres from the hedge located to the north. The requested movement would result in unbalanced span lengths across the section, which would limit flexibility in the lateral Limits of Deviation without exceeding sum of adjacents, likely leading to increased pylon heights and greater visual impacts. For these reasons the request has not been implemented into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	no less than 50 metres (it is currently proposed to be approximately 90 metres) These changes would support agricultural operations and activities.						
8.4.25	Request to explore the possibility of creating a temporary off-line haul road to their land, leading to a revised location of the compound also on specified land, close to or immediately adjacent to the working width of the scheme to the south. This could potentially resolve several issues along Tongue Lane to the south of the railway crossing. Priority access would need to be given to the owner of the land for this to be acceptable.			X		National Grid considered the request of creating an offline haul road leading to a revised compound location to the south of the overhead line. The movement of the compound would add additional haul road length, which would need to pass underneath both the 4AF and 4ZQ overhead line. This would increase land impacts and introduce additional obstacles and safety concerns with HGVs delivering to the site. The proposed area does not benefit from having the required utility connections adjacent to the area that are present in the current design. For these reasons, the request has not been incorporated into the design.	
8.4.26	Request for pylon 4AF66 to be kept as close to Tongue Lane as possible and/ or be at least 36 metres into the field to reduce impact on farming.			X		National Grid has reviewed the request for pylon 4AF66 to be kept as close to Tongue Lane as possible or be at least 36 metres into the field. Due to the scaffolding required for stringing of the conductors over Tongue Lane, pylon 4AF66 is positioned as close to the road as is technically feasible. Movement of the pylon 36 metres from the field boundary would result in the maximum sum of adjacent spans between pylons being exceeded requiring the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						subsequent movement of additional pylons to achieve this request. Due to other constraints in the area and to maintain the pylons being in close parallel with the existing 4ZQ overhead line and pylons, 4AF67 and 4AF65 are unable to be relocated. Synchronisation with the existing overhead line benefits visual amenity. As such, this change has not been incorporated into the Project's design.	
8.4.27	Preference for pylon 4AF50 to be moved as close as possible to the western field boundary to reduce impacts on farming operations.			X		National Grid has considered the request to place pylon 4AF50 as close as possible to the field boundary. Whilst wherever possible National Grid seek to place infrastructure to reduce impact on existing land uses, including agricultural operations, the existing placement is the closest to the boundary as can be achieved whilst maintaining synchronisation. Synchronisation with the existing overhead line benefits visual amenity and therefore the request has not been incorporated into the Project's design.	
8.4.28	Preference for pylon 4AF53 to be moved west to line up with pylon 4ZQ62 to allow for farming to be more accessible around both pylons together.			X		National Grid has considered realignment of the pylons in this Route Section, including the pylon 4AF53. As a consequence, it has been possible to position pylon 4AF53 to be in synchronisation with the existing pylon 4ZQ62 and incorporate the request into the Project's design.	X
8.4.29	Preference for the permanent access rights to pylon 4AF53 (post construction) to be located on the eastern gateway at the other end of the field to avoid the most productive land.			X		National Grid has considered the request for the operational and maintenance access to be taken from the east of the field. The proposed movement allows for the existing tramlines to be used to access pylon 4AF53, therefore reducing impact on farming conditions. There are no additional technical or environmental complications from this design change and it has been incorporated into the Project's design.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.30	Request for field with pylon 4AF53 to include a crossing point over the working area. This would allow the isolated land to be farmed.			X		National Grid has appraised the request to provide a crossing point over the working area east of pylon 4AF53, however in this instance it is not possible to incorporate this request into the Project's design due to health and safety considerations. The working area is acquired for activities such as foundation construction, heavy plant movements, crane operations, and lifting activities. These operations create exclusion zones that must be maintained to protect landowners, farm workers, and construction personnel. Allowing access through the working area presents a safety risk that can be avoided. For these reasons the change will not be incorporated into the Project's design. National Grid will pursue a voluntary agreement with the affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). The voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and loss outside of statutory legislation. National Grid will work with landowners and business owners throughout negotiation of the voluntary agreement to understand whether temporarily severed land or alternative land owned or occupied by the affected parties can be used to generate productive goods to mitigate losses. Where practicable, National Grid will provide access to land severed by the construction works to allow the business to have access to as much land as possible for their business practices to continue. Where access cannot be provided, the voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and/or loss outside of statutory legislation. If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of compensation for the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						damage or loss that property owners may have suffered as a direct result of the project.	
8.4.31	Preference for access route for pylon 4AF57 to follow the edge of the railway, using or upgrading local bridge to take a shorter less disruptive route. Current proposed access route is too long from Carr Lane to pylon 4AF57. Request for the access from Carr Lane to pylon 4AF57 took a shorter route. Propose instead to follow the railway, using or upgrading a bridge at ///plan.barstool.conquest to take a shorter less disruptive route. Request for the access from Carr Lane to pylon 4AF57 take a shorter route, to follow the railway, using or upgrading a bridge at ///plan.barstool.conquest or use Cave Crossing. Alternative route is shorter and less disruptive.			X		As part of the Project's design optimisation, National Grid has completed a technical appraisal of the proposed alternative route for the haul road from Carr Lane to pylon 4AF57. The requested change to the haul road layout offers a straighter and shorter route, reducing the overall length by approximately 240 m compared with the 2025 design. The option provides direct access to the Broomfleet Railway scaffold, eliminating the need for an additional panel access in construction. The revised design replaces two existing upgrade culvert crossings with one new crossing, intercepts one less hedgerow and utilises an existing gap in hedgerow for access, reducing vegetation loss, which in turn lowers the extent of mitigation measures required. For these reasons the request has been accepted into the Project's design.	X
8.4.32	Along the access track from Carr Lane to pylon			X		National Grid recognises concerns regarding land required temporarily for the construction activities within individual land	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	4AF57, there are sections of working area. This is a distance from the pylon route. It would be preferred if less area was used to reduce inconvenience.					parcels. Working areas have been identified to allow for the safe construction, operation and maintenance of the Project. National Grid has sought to minimise the extent of working areas during the design process, considering landowner feedback, site specific constraints and opportunities to reduce land take. However, due to these requirements, it has not been possible to make the change requested, to the working area of pylon 4AF57 along the access track from Carr Lane. Haul roads and working areas have been rationalised where possible. Temporary working areas will be returned to their original use following construction with land reinstated in accordance with the agreed soil management and restoration measures.	
8.4.33	Request for field 33530, east of pylon 4AF62, to include a crossing point over the working area. Proposed scaffolding blocks the access in the northeast corner, off Landing Lane. This would allow farming to continue - proposed scaffolding blocks the access in the northeast corner, off Landing Lane, to the field (33530) east of pylon 4AF62.			X		National Grid has appraised the request to provide a crossing point over the working area east of pylon 4AF62, however in this instance it is not possible to incorporate this request due to health and safety considerations. The working area is required for activities such as foundation construction, heavy plant movements, crane operations, and lifting activities. These operations create exclusion zones that must be maintained to protect landowners, farm workers, and construction personnel. Allowing access through the working area presents a safety risk that can be avoided. For these reasons National Grid has not incorporated the request into the Project's design.	
8.4.34	Preference expressed for pylon 4AF59 to be moved as close to eastern field edge as possible or at least			X		National Grid has appraised the request for pylon 4AF59 to be moved as close to eastern field edge as possible or at least 36 m into the field. National Grid seek wherever possible to place infrastructure to reduce impact on existing land uses, including	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	36 metres into the field. It must not be situated between 10 and 35 metres into the field. This will reduce disruption to future farming operations.					agricultural operations. Moving pylon 4AF59 would result in it being out of synchronisation with the existing 4ZQ overhead line. Synchronisation with the existing overhead line is sought to limit impacts on visual amenity in this location. However the pylon remains in excess of 36 m from the field boundary which supports the request to reduce disruption to farming operations.	
8.4.35	Preference expressed for pylon 4AF60 to be moved south, closer to Outlet Bank. It also would be preferred if the pylon can be moved in line with 4ZQ55 as viewed from Northfield House. Assumed a landscape and visual consideration.			X		National Grid has considered the movement south of pylon 4AF60 however it has not been possible to incorporate this change into the Project's design as the working area is bounded by Broomfleet Beck and cannot move any closer to this feature as it would require the ditch to be diverted.	
8.4.36	Suggestion that a crossing point is required over the working area near pylon 4AF59 to allow the separated part of the field to be accessed.			X		National Grid has appraised the request to provide a crossing point over the working area near pylon 4AF59 to enable access to the separated part of the field, however in this instance it is not possible to provide a crossing point within the working area due to health and safety considerations. The working area is acquired for activities such as foundation construction, heavy plant movements, crane operations, and lifting activities. These operations create exclusion zones that must be maintained to protect land owners, farm workers, and construction personnel. Allowing access through the working area presents a safety risk that can be avoided. For these reasons National Grid will not be incorporating the request into the Project design.	
8.4.37	Request for no working area in a specified field.			X		National Grid has considered the request to remove the respondent's land from the Project as it has no oversail or pylons.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	There are no pylon or oversail in this field and removing the working area would reduce the number of fields affected. An alternative route for the haul road would be directly between pylon 4AF61 and pylon 4AF60, following the cable route.					The size of pylon construction working areas are determined by a combination of technical, safety and environmental requirements. Working areas must be large enough to allow for the safe delivery of materials, assembly of pylon components, foundation construction, lifting operations unsafe movement of construction personnel and plant. National Grid seeks to minimise the size and duration of working areas wherever practicable and to limit land take. In this circumstance, it is not possible to further refine the size of the working area as it wasn't suitable to cross beneath the overhead line between 4AF60 - 4AF61 due to Broomfleet Beck, the drains along Landing Lane and due to the visibility on the corner on the highway	
8.4.38	Request for pylon 4ZQ69 to move west along the cable route to the field boundary to reduce disruption to future farming operations			X		National Grid has considered the request from the respondent to relocate 4ZQ69 to the west of its proposed location, however it has not been able to incorporate this request into the Project design due to the presence of a ditch which runs directly underneath the overhead line and would result in the foundations being placed within the ditch. For these reasons National Grid will not be incorporating the request into the Project design.	
8.4.39	Request for pylon 4ZQ66 to move east to the field, approximately ///duration.inert.fame to reduce disruption to future farming operations.			X		National Grid has considered the request to relocate pylon 4ZQ66 to the east of its proposed location. The movement will result in the 4ZQ overhead line being out of sync with the 4AF overhead line. The Project design has sought to reduce visual impact through the close parallel of the overhead lines where practicable, with synchronisation where achievable to avoid the spread of infrastructure and the visual intrusion in the countryside. For these reasons National Grid will not be incorporating the request into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.40	Request for pylon 4ZQ68 to move along the cable route as close as possible to the western field boundary.			X		National Grid has considered the request to relocate pylon 4ZQ68 so it is as close as possible to the western field boundary. The movement will result in the 4ZQ overhead line being out of sync with the 4AF overhead line and would require pylon height increases. The Project design has sought to reduce visual impact through the close parallel of the overhead lines where practicable, with synchronisation where achievable to avoid the spread of infrastructure and the visual intrusion in the countryside. For these reasons, National Grid will not be incorporating the request into the Project's design.	
8.4.41	Request for access route between pylon 4ZQ68 and 4ZQ69 be moved to follow between the "green and pink areas".			X		National Grid has reviewed the request to move the access track between pylons 4ZQ68 and 4ZQ69. The change requested would result in a greater loss of trees and hedgerows and greater interaction with assumed field ditch(es). The request is also not able to utilise an existing gap in the field boundary, requiring further vegetation loss that can be mitigated through avoidance with the existing Project design. For these reasons the request has not been incorporated into the Project's design.	
8.4.42	Request for pylon 4ZQ65 to move into the field east of the field to reduce the impact on future agricultural operations.			X		National Grid has considered the request to relocate pylon 4ZQ65 into the field to the east of its proposed location. Wherever possible National Grid seek to place infrastructure to reduce impact on existing land uses, including agricultural operations. The movement will result in the 4ZQ overhead line being out of synchronisation with the 4AF overhead line and would reduce the extent of parallel overhead lines in this section. The Project's design has sought to reduce visual impact through the close parallel of the overhead lines where practicable, with synchronisation where achievable to avoid the spread of infrastructure and visual intrusion in the countryside. For these reasons National Grid will not be incorporating the request into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.43	Request for pylon 4ZQ64 be moved as close as possible into the southeastern field corner to reduce the impact on future agricultural operations.			X		National Grid has considered the request to relocate pylon 4ZQ64 as close as possible into the southeastern field corner. Wherever possible National Grid seek to place infrastructure to reduce impact on existing land uses, including farming operations. However, the change would take the pylon within closer proximity to the road and also be closer to a pond, trees and other vegetation. These can be avoided with the current design. For these reasons National Grid will not be incorporating the request into the Project's design.	
8.4.44	Request for pylon 4AF54 to move to the western side of the field boundary to be in line with the existing pylon. The main drain for the field runs along the western edge towards Ings Lane, which would be impacted by compaction.			X		National Grid has considered the request to relocate pylon 4AF54 to the western side of the field boundary to be in synchronisation with the existing pylon on the land. The current design synchronises with the existing 4ZQ61 and as such the requested change is considered to already be part of the Project's design.	
8.4.45	Request for access track to pylon 4AF54 to move to the western side of the field boundary. The main drain for the field runs along the western edge towards Ings Lane, which would be impacted by compaction.			X		The Project has optimised the temporary construction haul road in this location between pylons 4AF50 and 4AF54 and consequently, has incorporated the removal of access from Ings Lane to 4AF53 which was running alongside the field drain. The design now crosses an existing access point and utilises an existing culvert continuing west to pylon 4AF54 where it re-enters Ings Lane.	
8.4.46	Request for pylon 4AF51 to move along the cable route, as close as possible to the western field edge to			X		National Grid has considered the request to relocate pylon 4AF51 so it is as close as possible to the western field edge. Wherever possible National Grid seeks to place infrastructure to reduce impact on existing land uses, including farming operations. However, the request has not been possible to incorporate into the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reduce the impact on future farm operations.					Project's design as the movement west is not feasible due to a Yorkshire Water pipeline in close proximity and the required protective provisions and stand-off distances required which have resulted in a move to the east.	
8.4.47	Request for hedgerows not to be removed from the field opposite a specified farm. Concerns raised around loss of habitat and biodiversity. Request that the hedge along Landing Lane be retained and not removed as part of the proposal. The retention of the hedge would help mitigate the loss of habitat and protect biodiversity			X		National Grid recognises the value of trees, hedgerows, and other green infrastructure in providing biodiversity, landscape and environmental benefits. The Project has been designed to balance the need for electricity infrastructure with environmental and land use considerations. Where practicable the design has sought to avoid or minimise impacts on existing hedgerows. For instance, where the works require the removal of sections of hedgerow, the gap will be no greater than the width required to facilitate safe construction. Any habitat loss, including hedgerows will be replaced as part of the reinstatement and mitigation planting presented within **Application Document 7.3 Register of Environmental Actions and Commitments** secured through Requirements within **Application Document 3.1 Draft Development Consent Order.**	
8.4.48	Request for pylon 4AF58 to be moved slightly west, along the cable route, so it is the same distance from the western field boundary as pylon 4ZQ57. In its current position it will hit the main drain for the field causing drainage concerns for a large area.			X		National Grid has reviewed and accepted the respondent's request to relocate pylon 4AF58. The request resulted in no changes to pylon height or type and there were no greater environmental impacts. The request has been incorporated into the Project's design.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.49	Request for the removal of haul road between pylon 4AF58 and pylon 4AF59 (///nursery.hindering.bravo). The haul road does not lead to anything between 4AF58 and 4AF59. It would be preferred if this was removed as it seems unnecessary.			X		National Grid has considered the request to remove the proposed temporary construction haul road between pylon 4AF58 and pylon 4AF59. The request has not been incorporated into the Project design as the haul road is required to serve construction activities between these pylons and forms part of the temporary continuous haul road serving the Project.	
8.4.50	Request for the permanent access to overhead line to be from Carr Bridge instead of Main Street, Broomfleet. This is due to potential development along the Main Street Road frontage.			X		National Grid has reviewed and accepted the request to alter the operational and maintenance access route to pylon 4AF58 so that it is from Carr Bridge instead of Main Street.	X
8.4.51	Requests for the road crossing at Landing Lane near pylon 4AF61 to be moved further east or remove the sliver of working area to the west of the crossing. This would remove impacts on the small square field.			X		National Grid has reviewed the request and carried out a review of the land take required. It has been possible to remove the small working area to the west of the temporary construction haul road crossing and retain the hedgerow without incurring any additional traffic measures. The request has been incorporated into the Project's design. It was not possible to move the temporary haul road crossing of Landing Lane eastwards due to the construction working areas and the proximity to the bend in the road at Landing Lane and the required visibility splays.	X
8.4.52	Request for a crossing point to allow access and the field south of the pylon			X		National Grid has considered the respondent's request to provide a crossing point to allow access to the field south of the pylon 4ZQ53. Due to the lack of main heavy goods vehicle public highway routes	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	4ZQ53. Access to the field with pylon 4ZQ53 is cut off due to scaffolding and the haul road. A crossing point is needed to allow access and the field south of the pylon to be farmed.					in the area, a bridge is required over the Market Weighton Canal to provide continuity of the offline construction access and to facilitate a more efficient and resilient enabling works and construction programme. Without this bridge, traffic would need to turn around at 4AF62 and travel approximately 12 km to get to the other side of the Market Weighton Canal, with construction traffic impacts on local roads and villages. Due to the need for this bridge, access is not possible underneath it. The bridge would need to be raised substantially and be built on larger foundations to allow for agricultural machinery below and would need to be much longer in length to ensure a feasible gradient is achieved. For these reasons it is not possible to incorporate the request into the Project's design.	
8.4.53	Request that road width extension on Faxfleet Lane, which would affect the land owned by respondent, is rescinded.			X		The need for highway widening has been reviewed and refined during the design of the Project with a preference to avoid or reduce widening wherever practicable. As a result of this review, highway widening along Faxfleet Lane has been removed from the Project's design. Highway widening has only been proposed where necessary to ensure safe construction and operation including accommodating construction vehicles, maintaining access for residents and emergency services and meeting highway safety requirements.	X
8.4.54	Request to utilise existing track off Howden Croft Hill to access pylons 4ZQ71 4ZQ72 4AF44 and 4AF43, to reduce the impact on farmland.			x		National Grid has considered the request to utilise the existing track off Howden Croft Hill to access pylons 4ZQ71 4ZQ72 4AF44 and 4AF43, to reduce the impact on farmland. Where possible, the Project has sought to utilise existing tracks and access points however in this location the track has been assessed as not being suitable for the construction activities taking place. For this reason the request will not be incorporated into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.55	Objection to the siting of pylon 4ZQ72. Suggestion that the pylon should be moved into the southeast corner of the field to reduce interference with arable operations. Suggestion to move the proposed pylon 4ZQ72 slightly eastwards to the back-right corner of the field it is planned to occupy. This will facilitate ease of construction and reduce impact on farmland.			X		National Grid has considered the request to reposition pylon 4ZQ72 to the southeast corner of the field. This change has been incorporated as when appraised in combination with other design change requests in this section of the route it results in the feasibility of pylon height reduction for four neighbouring pylons. An added benefit of relocating the pylons in combination is that it supports the reduction in the maximum sum of adjacent spans, enables synchronisation with the existing overhead line for the benefit of visual amenity and supports farming activities.	X
8.4.56	Request that proposed pylon 4ZQ71 be repositioned in line with existing pylon 4AF44, with both structures located at an equal distance from the southwest and northeast field boundaries. This would ensure that only a single cultivation alignment is affected by the proposal, thereby reducing disruption to farming operations. Suggestion to move the proposed pylon 4ZQ71 slightly eastwards so that			X		National Grid has considered and accepted the request to reposition pylon 4ZQ71 so it is in line with existing pylon 4AF44. This change has been incorporated as when appraised in combination with design change requests in this section of the route it results in the feasibility of pylon height reduction for three pylons by 3m and one pylon by 6m. Relocating the pylons in combination supports the reduction in adjacent spans, enables synchronisation for the benefit of visual amenity and supports farming activities.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	the line between proposed pylons 4ZQ71 and 4AF44 runs parallel to the field boundary. This amendment would facilitate more efficient field operations and reduce the impact of the proposal on agricultural activities.						
8.4.57	Respondent suggests a 10 to 15-metre-wide environmental planting block across a specified field to the northern end south of the farm buildings.			X		National Grid reviewed the request for a 10- to 15-meter-wide environmental planting block across a specified field. The proposed location of the planting would not be suitable as it would not deliver its intended function to either blend, and or screen views of the pylon locations in that area. This is because the mitigation planting would be too far from the receptors to make a discernible difference to views. Planting mitigation is primarily identified to seek to fill in gaps between existing trees and greenery and not to establish new lines of planting that could be perceived as introducing new field boundaries or reducing field productivity. For these reasons the request has not been incorporated into the Project's design.	
8.4.58	Request that a swap-over be implemented before reaching Yokefleet, enabling the proposed overhead line to run on the eastern side of the existing line. This would position the proposed overhead line further from Yokefleet and closer to Blacktoft. The response indicates no			X		National Grid has carefully considered the feedback received during all stages of consultation, the alternatives available, and other factors including our duties and obligations. The Project's design follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel the existing 4ZQ overhead line across the River Ouse, thereby avoiding the introduction of a overhead line into a new open stretch of river. There are advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	strong preference regarding the precise location of the swap-over, provided it occurs prior to Yokefleet and is in place by reference point 4ZQ40. The request further states that the proposed route should continue on the eastern side of the existing line until it has crossed the River Ouse. This amendment would help reduce impacts on Yokefleet.					line. The Project routes to the west of the existing overhead line in this location as a route to the east (which a line swap before Yokefleet would enable) would introduce line swap overs and cable duck-unders that a western crossing would avoid, further adding complexities, cost, requirements for outages (occurring from the additional line swaps) and potentially a longer construction programme. As well as the technical complexities of routeing to the east ornithological advice is that a western parallel crossing would be preferred as it takes the new overhead line further away from a RSPB reserve. For these reasons National Grid will not be incorporating the request into the Project design.	
8.4.59	Requests that the access route uses existing farm tracks. Proposed new haul route is slightly longer and uses turn-ins from Old Lane to reach the proposed pylons (4AF75 to 4AF76) individually, without having to go over farmland between. This resolution would avoid the overhead line going over/ through farmland.			X		National Grid has reviewed the request for the existing farm tracks to be used instead of the proposed temporary construction haul road. Whilst National Grid seek to utilise existing access and tracks were appropriate request would require an additional 600m length of haul road, necessitating further land take and would introduce 90 degree corners which would compromise vehicular movements and safety. The request has therefore not been incorporated into the Project's design.	
8.4.60	Request that the proposed lines within Route Section 3 be realigned further east, beginning north of the River				X	National Grid has carefully considered the feedback received during all stages of consultation, the alternatives available, and other factors including our duties and obligations. The Project's design follows the existing overhead line across the River Ouse. The	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Ouse. This alignment would require the proposed and existing lines to cross before continuing southwards and running parallel to the existing lines on the eastern side of Ousefleet Village. Such a modification would reduce the impact on the specified property and help minimise associated landscape and health impacts.					opportunity to follow a close parallel with the existing transmission line in this location has been taken in the routeing decisions as ornithological advice is that a close parallel with the existing western line offers potential benefits in relation to bird collision risk, due to there being no reported issues with bird strike on the existing overhead line. The introduction of infrastructure into a section of the River Ouse to the east where there currently is none would create an entirely new hazard for birds moving along and around the river corridor. The Project routes to the west of the existing overhead line in this location as a route to the east would introduce line swap overs that a western crossing would avoid, further adding complexities, cost, requirements for outages (occurring from the additional line swaps) and potentially a longer construction programme. As well as the technical complexities of routeing to the east ornithological advice is that a western parallel crossing would be preferred as it takes the new overhead line further away from a RSPB reserve. For these reasons National Grid will not be incorporating the request into the Project design. For these reasons National Grid will not be incorporating the request into the Project design. Our overall decision on the routeing for the Project is presented within **Application Document 5.9 Design Development Report**.	
Ecology and Biodiversity							
8.4.61	Concern about construction impacts on habitats, including hedgerows.			**X**	**X**	Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. The construction of a temporary haul road in Route Section 3 would cause some temporary loss to vegetation including hedgerows illustrated on **Application Document 2.13 Trees and Important Hedgerows to be Removed or Managed Plans - Section A**. These would be reinstated at the end of construction, with an aim to enhance	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						species diversity**.** The temporary construction haul road will use existing gaps in field boundaries and hedgerows where practicable and generally cross arable fields, which have a lower ecological value than surrounding areas. Further details can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.4.62	Concern about impact on bats, including bat strikes and disruption to behaviours due to increased EMF and noise levels.			**X**		National Grid undertook bat surveys as part of the baseline data collection. The bat survey methods and results are presented in **Application Document 6.8.A7 Environmental Statement Appendix 8.7 Bat Roost Report** and **Application Document 6.8.A8 Environmental Statement Appendix 8.8 Bat Activity Report**. An assessment of the effects on bats during construction and operation of the Project is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation is also presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** as well as **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments.** Mitigation will be also be detailed in a Natural England protect species licence, should one be required for the Project. No bat roosts have been recorded in trees that will be impacted by the Project as of May 2026, however surveys have continued up to submission, with those not reported in the ES to be provided as addendums during the examination period. The data presented in the addendum is supplementary providing additional detail on matters which have been assessed. NPS EN-5 sets out the UKs requirements on electric and magnetic fields (EMFs) exposure from electricity assets, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels. **Application Document 7.11 Electric and Magnetic Field**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Compliance Report is submitted with the application for development consent to demonstrate compliance with the EMF requirements of NPS EN-5. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise from fittings does occur, which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	
8.4.63	Concern about impact on great crested newts				X	Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. A suite of ecological surveys have been undertaken to understand the existing conditions, which included great crested newt (GCN) surveys. GCN presence was confirmed three of the waterbodies subject to eDNA survey in Spring 2025 and Spring 2026 in relation to this Route Section. DEFRA's Muti-Agency Geographic Information for the Countryside (MAGIC) website shows three GCN Class Survey Licence Return record locations within 2 km of Route Section 3.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The closest of these is approximately 1.2 km northeast of the draft Order Limits (dated 2017). The Project has agreed with Natural England that a district level licence (DLL) can be issued to cover any potential impact on Great Crested Newt (GCN) and ensure legal compliance for the Project within the East Riding of Yorkshire and North Lincolnshire. The Project has started the DLL application process and is liaising closely with Natural England on this matter. As part of the application process all survey data have been, and will continue to be, shared with Natural England to allow Natural England to define appropriate mitigation measures such as the creation of new ponds and habitat improvements which will be implemented (by Natural England) through the DLL. Consequently, assessment of this species within the East Riding of Yorkshire and North Lincolnshire is not required to be included within the Environmental Statement (ES) as they would be fully mitigated for as part of the DLL and can therefore be scoped out of detailed assessment. Natural England have agreed to provide a letter of comfort for the use of DLL in the two authorities stated above, and will follow with an impact assessment and conservation payment certificate (IACPC) once the DLL is processed, noting that a DLL can only be issued following grant of DCO consent.	
8.4.64	Concern about construction impact on wildlife.			X		Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity through the Project design process. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing within Route Section 3 has taken account of existing biodiversity, the natural environment and,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. In Route Section 3 this includes the avoidance of impacts on local wildlife site Broomfleet Pits, the inclusion of clear-span bridges or suitably assessed and approved alternatives), in all locations where pre-construction surveys identify the presence of water voles (the span length will be such that it avoids impacts to vegetation 5 m from the tops of the watercourse banks),sufficient stand offs from watercourses to avoid impacts on riparian habitats and the species supported by such habitats and the buffering of badger setts (where practicable) to avoid direct impacts (with appropriate licensed mitigation to be in place where avoidance cannot be implemented). A suite of ecological surveys has been undertaken to understand the existing conditions. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** assesses the effects on protected and notable habitats and species and identifies any relevant mitigation; and, for birds and ornithology the equivalent assessments and baseline information underpinning them are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and supporting appendices. Mitigation and the good practice measures to reduce effects on the environment are set out in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Where the assessment of impacts identifies the potential for significant effects on birds from noise and visual disturbance, specific measures to reduce these effects will include strategically placed acoustic and visual barriers to minimise disturbance. A review of the construction programme and the locations of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						nesting sites of birds listed under Schedule 1 of the Wildlife and Countryside Act, 1981 will inform the need for works in some locations to be timed to avoid effects on these species and/or the provision of alternative nest sites where existing ones are likely to be lost. Similar measures will be put in place as required to minimise the construction effects on qualifying species of designated sites where these occur in significant numbers.	
8.4.65	Need to survey species populations within the area and use baseline data to assess potential impacts and implement necessary mitigation measures.			X		Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. A suite of ecological surveys has been undertaken within Route Section 3 to understand the existing baseline conditions, including surveys of bats, badgers, water vole, otter, great crested newt, and birds. Surveys were undertaken throughout 2024 to 2025 for most taxa and, for birds, surveys have been ongoing since late 2022 and are continuing through as necessary up to submission to support the Application, based on recommendations and methods set out in relevant current guidance. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** provide an assessment of effects on relevant habitats and species and identify any relevant mitigation. Mitigation relevant to Route Section 3 includes the installation of clear-span bridges (or suitably assessed and approved alternatives), in all locations where pre-construction surveys identify the presence of water voles (the span length will be such that it avoids impacts to vegetation 5 m from the tops of the watercourse banks),, sufficient stand offs from water courses to avoid impacts on riparian habitats and the species that are supported by such habitats, and the buffering of badger setts	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(where practicable) to avoid direct impacts (with appropriate licensed mitigation to be in place where avoidance cannot be implemented). A comprehensive scope of ornithology surveys agreed with key stakeholders (Natural England, RSPB and Local Planning Authorities) was executed between 2022 and early 2026, alongside detailed desk study, to determine a robust ornithological baseline to inform the assessments set out in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and to ensure that any relevant mitigation presented therein is appropriately targeted to address the impacts and effects identified. Where the assessment of impacts identifies the potential for significant effects on birds from noise and visual disturbance, specific measures to reduce these effects will include strategically placed acoustic and visual barriers to minimise disturbance. A review of the construction programme and the locations of the nesting sites of Schedule 1 birds will inform the need for works in some locations to be timed to avoid effects on these species and/or the provision of alternative nest sites where existing ones are likely to be lost. Similar measures will be put in place as required to minimise the construction effects on qualifying species of designated sites where these occur in significant numbers. Further measures under consideration to address operational effects of the Project include the provision of additional habitat managed to provide optimal foraging conditions for qualifying species of the Humber Estuary designations and the installation of bird diverters where ongoing assessment identifies a clear need for them. Mitigation and the good practice measures to reduce effects on the environment are set out in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.8 Outline Landscape and Ecology Management Plan.	
8.4.66	Impact on birds, including concern that National Grid's strategy to reduce disturbances to flight paths of migratory birds by constructing overhead lines in close parallel, is unfounded.			X	X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing ornithological receptors and has sought to reduce impact to flight paths of migratory birds through avoidance or mitigation. The strategies to minimise the effects on birds that might result from routeing of the overhead line across the Humberhead Levels and across the River Ouse include: • Close parallel of the proposed line with the existing overhead line as much as possible given the various constraints in the area; • Synchronising the pylon locations and the cable span profiles with the existing overhead line as much as possible given the various constraints in the area; • Crossing the River Ouse upstream of the confluence with the River Trent and Blacktoft Sands RSPB Reserve to maintain spatial separation of the proposed overhead line from these key locations for wetland birds; • Siting the proposed crossing pylons outside of the designated sites; • Timing/programming of construction works to avoid works or close to selected locations where significant numbers have been shown to forage and/or roost; • Selection of the least disturbing and fastest construction methods where options are available, particularly with respect to the piling method used to install pylon foundations. • The use of bird diverters at selected locations where baseline data and impact assessment suggest that bird flights are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						sufficiently numerous to present a risk of significant collision effects without mitigation Close parallel of overhead lines with existing ones is an established strategy that can be employed to minimise impacts of such developments where existing lines are present, as set out in NatureScot guidance (NatureScot, 2025[36]), which states "grouping linear obstacles (e.g. other power lines, treelines, roads) may also lower overall impacts". Studies such as those by Bevanger (1995)[37] and Drewitt and Langston (2008)[38] have identified that parallel lines are more visible to birds than single lines and birds can react to them sooner; furthermore, birds can more easily fly over sets of close parallel lines with a single evasive manoeuvre or alteration to their flight path. The proposed design is the end result of ongoing design changes that took into account the baseline conditions with respect to existing infrastructure and use of the landscape by birds; and the relative temporal and spatial scale of the construction and operational impacts of different design options (taking into account all other environmental, socio-economic and technical considerations) to minimise the potential for effect on birds and the Humber Estuary SPA, Ramsar and SSSI designated sites that could occur during the construction and operational phases of the Project. The crossing of the River Ouse has been designed to be upstream of its confluence with the River Trent to minimise the width of the	

[36] Guidance - Assessment and mitigation of impacts of power lines and guyed meteorological masts on birds, NatureScot (March 2025) (https://www.nature.scot/doc/guidance-assessment-and-mitigation-impacts-power-lines-and-guyed-meteorological-masts-birds#mitigation)

[37] K. Bevanger. Estimates and Population Consequences of Tetraonid Mortality Caused by Collisions with High Tension Power Lines in Norway. In *Journal of Applied Ecology* (1995), pp. 745-753.

[38] A.L Drewitt and R.H.W. Langston. Collision Effects of Wind-power Generators and Other Obstacles on Birds. In *Annals of the New York Academy of Sciences* 1134.1 (2008), pp. 233-266).

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						crossing on the Humber Estuary Special Area Conservation (SAC)/SPA/wetland site(s) also designated to be of international importance (Ramsar)/Site of Special Scientific Interest (SSSI). The proposed overhead line has also been routed to be broadly parallel with the existing overhead line (taking into account the other environmental, socio-economic and technical considerations) to minimise the potential for effects on the interest features of the Humber Estuary designated sites. The locations of the proposed crossing pylons have been sited outside of the designated sites. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, including ornithology resulting from the Project. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route between 2022 and 2026 (inclusive), following a spatial and temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust baseline to inform assessment and mitigation proposals.	
8.4.67	Concern about impact on trees, felling trees/ protection of trees/hedgerows.			X	X	Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. The options appraisal process has sought to avoid irreplaceable habitats such as confirmed ancient woodland and veteran trees under the current alignment. Trees and hedgerows will be retained and protected during the pre-construction and construction phases of the Project as far as practicable, with existing gaps in hedgerows utilised where feasible. However, trees will be lost beneath the route of the new	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						overhead line in Route Section 3 due to the need to maintain a suitable safety clearance distance either side of the new line by managing vegetation regeneration. An assessment of effects on habitats, including hedgerows, trees and woodland is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation is outlined in **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas (RPA's), tree protection measures, and mitigation for any tree losses. Following design, site specific Arboricultural Method Statements (AMSs) will be produced together with Tree Protection Plans for pre-commencement and construction phases of the Project.	
8.4.68	Overhead lines should be moved further north away from flight paths of birds adjacent to the River Humber.			X		Through routeing and siting National Grid has sought as far as practicable to avoid potential impacts on ecology and biodiversity. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including Blacktoft Sands RSPB Reserve, through avoidance or mitigation. A Habitat Regulations Assessment has been carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA has considered all potential impact pathways, including (but not limited to): hydrological pathways; changes to air quality; noise and visual disturbance; temporary and permanent habitat losses; effects on bird behaviours and flight activity resulting from the presence of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						a new overhead power line; and the potential for collision mortality. As part of the assessment process, National Grid has considered a number of options for routeing overhead lines in this area, particularly in the vicinity of the Humber Estuary. The decision on the preferred alignment and design has been informed by surveys and assessments, consultation, and the baseline data gathered. Through this process, both construction and operational impacts on birds have been assessed based on robust baseline data. Our baseline data gathering includes detailed desk study and comprehensive surveys carried out in this area between 2022 and 2026 that have focused on movements of birds along the River Ouse corridor, to and from Blacktoft Sands RSPB and to and from adjacent terrestrial habitats, as well as monitoring the use of such terrestrial habitats by foraging SPA/SSSI birds. Through this assessment process, and our engagement with Natural England and the RSPB, our preferred alignment routes the new overhead line in close parallel with the existing overhead line in these areas. Although routeing the new overhead line further to the north in this area routes the overhead lines further from the RSPB Blacktoft Sands Nature Reserve, it is considered that the addition of a sympathetically placed new overhead line, in close parallel with the existing overhead line, is unlikely to increase collision mortality significantly. Routeing the new overhead line in close parallel with the existing overhead line limits the spread of infrastructure in these areas and therefore the creation of new barriers to flight/migratory pathways; and it minimises habitat losses that would result in the "islanding" effect of placing the new overhead line further from the existing on. National Grid continued to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside our targeted assessment work in refining our proposal. In summary, the strategies to minimise the effects on birds that might result from	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						routeing of the overhead lines across the Humberhead Levels and across the River Ouse include: • Close parallel of the proposed line with the existing overhead lines as much as possible; • Synchronising the pylon locations and the cable span profiles with the existing overhead line as much as possible given the various constraints in the area; • Crossing the River Ouse upstream of the confluence with the River Trent and Blacktoft Sands RSPB Reserve to maintain spatial separation of the proposed overhead line from these key locations for wetland birds; • Siting the proposed crossing pylons outside of the designated sites; • Timing/programming of construction works to avoid works or close to selected locations where significant numbers have been shown to forage and/or roost; • Selection of the least disturbing and fastest construction methods where options are available, particularly with respect to the piling method used to install pylon foundations; and • The use of bird diverters at selected locations where baseline data and impact assessment suggest that bird flights are sufficiently numerous to present a risk of significant collision effects without mitigation. Close parallel of overhead lines with existing ones is an established strategy that can be employed to minimise impacts of such developments where existing lines are present, as set out in NatureScot guidance (NatureScot, 2025[39]), which states "grouping	

[39] Guidance - Assessment and mitigation of impacts of power lines and guyed meteorological masts on birds, NatureScot (March 2025) (https://www.nature.scot/doc/guidance-assessment-and-mitigation-impacts-power-lines-and-guyed-meteorological-masts-birds#mitigation)

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						linear obstacles (e.g. other power lines, treelines, roads) may also lower overall impacts". Studies such as those by Bevanger (1995)[40] and Drewitt and Langston (2008)[41] have identified that parallel lines are more visible to birds than single lines and birds can react to them sooner; furthermore, birds can more easily fly over sets of close parallel lines with a single evasive manoeuvre or alteration to their flight path. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, including ornithology resulting from the Project. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds and indicates the proposed mitigation where relevant. The baseline data are presented in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline Report**.	
8.4.69	Request to increase biodiversity by introducing hedgerows as links between habitats.				**X**	The planting proposals presented within **Application Document 7.8 Outline Landscape and Ecology Management Plan** include reinforcement of hedgerows and improvements to the connectivity between habitats including additional planting where possible.	
8.4.70	Request for response from National Grid regarding opportunities for landowners to provide land				**X**	Landowners who have provided details in respect of mitigation planting have been contacted by the Project's land team.	

[40] K. Bevanger. Estimates and Population Consequences of Tetraonid Mortality Caused by Collisions with High Tension Power Lines in Norway. In *Journal of Applied Ecology* (1995), pp. 745-753.

[41] A.L Drewitt and R.H.W. Langston. Collision Effects of Wind-power Generators and Other Obstacles on Birds. In *Annals of the New York Academy of Sciences* 1134.1 (2008), pp. 233-266).

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	for mitigation planting and the financial benefits of these.						
Ground Conditions							
8.4.71	Concern with topsoil and subsoil conditions in Route Section 3. Topsoil must be stripped from all working areas and soil treatment and reinstatement must be tailored to specific sites according to soil type.			X		Soil management measures are set out in **Application Document 7.5 Outline Soil Management Plan** (SMP), a detailed (construction issue) SMP will be prepared in advance of construction and will be substantially based upon this outline document, to ensure the measures are specific to the soils present in any given location and the design and detailed working arrangements for that location. Measures within the outline SMP include how topsoil and subsoil will be stripped and stockpiled. This includes the separate stripping and storage of soils of different types (as identified through detailed soil survey data, see **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**), this includes soils with different physical characteristics and also the separation of agricultural soils from those which support other land uses (for example soils will be stripped and stored separately to maintain the seedbank). Soils will be stored as close as possible to, and reinstated within, their location of origin. The good practice soil management measures set out in the outline SMP also include, but are not limited to, identifying suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil; how soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil; specific measures for managing sensitive soils; approach to reinstating soil that has been compacted, where required; and details of measures required for soil restoration. Based on indicative mapping, Route Section 3 is shown to primarily comprise soils composed of silt and clay, with	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						areas of seasonal waterlogging; these indicative conditions were confirmed through site-specific soil and Agricultural Land Classification surveys (**Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**) and these conditions are accounted for in the measures detailed as part of **Application Document 7.05 Outline Soil Management Plan**.	
Health, Safety and Security							
8.4.72	Concern with effects of increased electric and magnetic fields (EMF) due to already-existing overhead line in Broomfleet. Further assessments should be undertaken regarding health effects of EMF around property in Broomfleet, which should consider both existing and increased EMFs.			**X**		The UK has a set of policies for protecting us all against electric and magnetic fields (EMF) the main component of which is exposure guidelines (ICNIRP, 1998). Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. Where an overhead line is proposed in close proximity to another, these will be designed so the total fields do not to exceed these exposure guidelines. This helps ensure that health concerns relating to EMFs are properly and adequately addressed in locations such as Broomfleet. National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause some stress and anxiety. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. It is National Grid's policy to ensure that all of its equipment comply fully with the ICNIRP (1998) guidelines to protect us from EMFs. Evidence of compliance is submitted as part of our DCO application within **Application Document 7.11 Electric and Magnetic Field Compliance Report**. As part of the development of the overhead line route, National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment.	
8.4.73	Concern with risk of electric shocks from being in close proximity to new and already-existing electricity infrastructure.			**X**		The legal framework that regulates electrical safety in the UK is The Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002. This also details the minimum electrical safety clearances, which are used as a basis for the Energy Networks Association (ENA) TS 43-8 (Overhead Line Clearances). All electricity companies are bound by these rules, standards and technical specifications. They are required to uphold them by their operator's licence. It is essential that a safe distance is kept between the exposed conductors and people and objects when working near National Grid's electrical assets. A person does not have to touch an exposed conductor to get a life threatening electric shock. At the voltages National Grid operates at, it is possible for electricity to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						jump up to several metres from an exposed conductor and kill or cause serious injury to anyone who is nearby. Breaching safety clearances, even temporarily, risks a serious incident that could cause serious injury or death. National Grid will, on request, advise planning authorities, developers or third parties on any safety clearances and associated issues. The minimum clearance between the conductors of an overhead line and the ground is 7.3 m at maximum sag. The sag is the vertical distance between the wire's highest and lowest point. Certain conditions, such as power flow, wind speed and air temperature can cause conductors to move and allowances should be made for this. The required clearance from the point where a person can stand to the conductors is 5.3m. To be clear, this means there should be at least 5.3m from where someone could stand on any structure (i.e. mobile and construction equipment) to the conductors. Available clearances will be assessed by National Grid on an individual basis. National Grid expects third parties to implement a safe system of work whenever they are near overhead lines. National Grid recommend that guidance such as HSE Guidance Note GS6 (Avoiding Danger from Overhead Power Lines) is followed, which provides advice on how to avoid danger from all overhead lines, at all voltages. If you are carrying out work near overhead lines you must contact National Grid, who will provide the relevant profile drawings. Indicative profile drawings for the project have been provided as part of the Application, these are indicative and subject to detailed design and final profile drawings will be available once the assets have been installed. Further details and contact information can be found within the National Grid publication, 'Technical Guidance Note 287 Third-party guidance for working near National Grid Electricity Transmission equipment', which can be found online on National Grid's website. For routine enquiries regarding planned or scheduled works, contact the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid Asset Protection team online, by email or phone. Email: assetprotection@nationalgrid.com Phone: 0800 001 4282. In the event of occurrences such as a cable strike, coming into contact with an overhead line conductor or identifying any hazards or problems with National Grid's equipment, phone our emergency number 0800 404 090 (option 1). Under high-voltage overhead lines may become electrically charged if they are isolated from earth, due to the electric fields produced. This has the potential to cause a 'microshock'. These are not the same as electric shocks and do not pose a health effect. The size of a microshock and whether it will be perceived depends on the size of the electric field, the sizes of the objects concerned, how well grounded or insulated they are, meteorological conditions, and the sensitivity of the skin. All of these factors determine the occurrence and level of the perception. A Code of Practice on Microshocks, developed jointly by Industry and Government has been adopted (https://www.gov.uk/government/publications/power-lines-control-of-microshocks-and-other-indirect-effects-of-public-exposure-to-electric-fields). It contains principles for managing microshocks, including suite of measures to control microshocks where appropriate. The Project would apply the principles within the Code of Practice as a precautionary measure to mitigate any potential microshock risks. Further information is presented within **Application Document 7.11 Electric and Magnetic Field Compliance Report.**	
8.4.74	Concern about increased electric and magnetic fields (EMF) exposure in Ellerker due to already-existing overhead lines.			**X**		National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause some stress and anxiety. The UK has a set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. Where an overhead line is proposed in close proximity to another, these will be designed so the total fields do not to exceed these exposure guidelines (ICNIRP (1998)). This helps ensure that health concerns relating to EMFs are properly and adequately addressed in locations such as Ellerker. Evidence of compliance is submitted as part of our DCO application within **Application Document 7.11 Electric and Magnetic Field Compliance Report**.	
8.4.75	Safety concerns related to aviation, including the impact on Hilbadstow radar and Humberside International Airport.			**X**		The Hilbadstow radar site is located approximately 19 kilometres from the Order Limits. Humberside International Airport is located approximately 29 km from the Order Limits. Due to the location of the Project and its distance to both of these sites further assessment in relation to safeguarding is not considered necessary. Whilst Humberside airport is an officially safeguarded and licensed airport, the Order Limits are further than 13 km away (the distance that typically triggers a safeguarding assessment), and is outside of the airports Obstacle Limitation Surfaces, Air Traffic Zone (ATZ) and surrounding classified airspace.	
8.4.76	Concern about road safety in Blacktoft parish during	**X**				The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	construction and operation due to condition of the road network.					(ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** The assessment includes **Application Document 7.15 Traffic and Transport assessment**. As part of this assessment, National Grid has worked closely with East Riding of Yorkshire Council as relevant highway authority to understand and gain information on the local road network in Blacktoft Parish and the surrounding areas. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						point of contact, in the event of any issues arising during the construction period. **Application Document 7.2 Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes, Secondary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network.	
8.4.77	Concern about visibility of oncoming traffic at Oxmardyke and Greenoak Crossings.	X				The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessment includes a Traffic and Transport assessment, concluding no significant adverse effects on accidents and safety. As part of this assessment, National Grid has worked closely with the relevant highway authority to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.3 Outline Construction Traffic Management Plan** (OCTMP) for the Project.	
8.4.78	Impact on livestock due to proximity to construction				X	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	activity. National Grid should advise owners of livestock on construction times so that mitigation measures can be put in place.					understand the impacts on their operations and to work with them as the construction programme is developed. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be established. The core construction working hours are between the hours of 07.00 and 19.00 Monday to Friday and 0800 and 1700 on Saturdays, Sundays, bank holidays and other public holidays. Construction working will be undertaken within the agreed working hours set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order.** Further details on working hours are provided within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.4 Outline Construction Traffic Management Plan.**	
Landowner							
8.4.79	Concern that agricultural land that has been temporarily acquired will not be returned to agricultural use for a long time.			**X**		National Grid acknowledges concerns about the temporary use of agricultural land and has taken steps to minimise long-term impacts and seeks to work with the farming community to limit disruption where practicable. Compensation claims for disturbance are considered on a case-by-case basis. Where land is required temporarily for construction activities or haul road access, these areas will be carefully managed during use and fully reinstated to their pre-construction condition, or as otherwise agreed with the landowner, once works are complete. **Application Document 7.5 Outline Soil Management Plan** commits to aftercare plans being developed before the completion of construction works to detail the measures which will be required post-reinstatement to ensure land is returned in its pre-construction condition in a short a timeframe as possible. The land will be restored using best-practice soil management techniques, as outlined in the Environmental	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Statement, Outline SMP and **Application Document 7.2 Outline Code of Construction Practice**. These include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Subject to gaining development consent, construction works would be expected to start in 2028 and be available for commercial load (operational) by the end of 2031, with reinstatement works continuing into 2032 and potentially 2033.	
8.4.80	Complaint about non-intrusive surveys taking place without formal consent to access property.			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid seeks to obtain voluntary survey access through licences in the first instance, however when reasonable efforts have failed to agreed access National Grid may use statutory powers under the Housing and Planning Act 2016, Section 172. While notices are served, National Grid will continue to work with landowners, agents and other affected parties. Regarding the land referenced in this response, a voluntary survey access agreement was signed by the landowner in April 2024. At the time the surveys were undertaken, the landowner was notified and access was agreed.	
8.4.81	Further engagement with landowners and tenants is needed, and National Grid should provide them with engagement schedules.			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. To enable effective landowner relations National Grid has actively engaged with landowners and tenants and provided clear thorough information about the Project throughout the pre-application stage of the Project. **Application Document 7.2 Outline Code of**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Construction Practice provides detail on the community and public information which will be implemented for the provision of information to local residents and occupiers about the works.	
8.4.82	Access to fields and across haul roads within must be maintained throughout construction, with landowner priority access to permit agricultural operations.			X		During construction, temporary disruption may occur where National Grid working areas will access routes intersect with private land or local roads. However, measures will be implemented to minimise and manage these effects. Control and management measures are set out in **Application Document 7.2 Outline Code of Construction Practice (CoCP)** and **Application Document 7.3 Register of Environmental Actions and Commitments** which are secured by Requirement in **Application Document 3.1 Draft Development Consent Order.** National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Access will be maintained where possible, there may be some circumstances where access is restricted or not possible (i.e. for safe construction), these circumstances will be reviewed on a case-by-case basis and National Grid will work with the affected parties to minimise impact. Mitigation measures, set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, include maintaining access during construction hours, where possible, to residential properties, farms and businesses at all times unless otherwise agreed in advance, provisions of temporary access arrangements where existing access is affected, phasing of works to reduce the duration of occupation in anyone location, clear signage and communication regarding temporary changes comment liaison with affected landowners coordinate works.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.83	Concern about the addition of more overhead lines on land where lines are already present.			X		In this Route Section, the Project has sought to route in close parallel with the existing 4ZQ overhead line to reduce the spread of infrastructure in the area. In line with the Holford Rules, a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, The design has sought wherever practicable to parallel with existing infrastructure to support forming a coherent appearance to limit the effects on properties and features. National Grid notes that this may have an impact on affected landowners and is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed.	
8.4.84	Further information on impact of the Project on specified land parcels is needed.			X		National Grid has and will continue to work with all landowners, including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. The Donkin and Ings land parcels host no permanent development, however, are within the Order Limits and host the temporary haul road and a stringing area. The haul road has been aligned to sit at the boundary edge of the land parcels, and all land use requirements have been rationalised to ensure the minimal disruption to landowners.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Landscape and Visual							
8.4.85	Avoid creation of a cluttered wirescape.			X		In this Route Section, the Project has sought to route in close parallel with the existing 4ZQ overhead line to reduce the spread of infrastructure in the area. In line with the Holford Rules, a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, the design has sought to avoid confusing appearances by arranging, wherever practicable, that parallel or closely related routes are planned with similar pylon types, spans and conductors forming a coherent appearance to limit the effects on properties and features between the lines.	
8.4.86	Concern about impact on rural landscape/ urbanisation of rural landscape/ greenspace / countryside/ open landscape.			X	X	Through routeing and siting, National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Within Route Section 3, the proposed overhead line remains in close parallel with the existing 4ZQ overhead line, meaning the scale of effect on the landscape is less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the proposed overhead line will integrate into the existing landscape rather than introducing a completely new and separate feature. This approach helps to	Consider DCRs

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						minimise visual disruption and reduce the overall effect on the landscape.	
8.4.87	Pylons dominate local landscape due to proximity to housing, affecting viewing points from properties.			X	X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction, operational and maintenance phases. Individual properties within 400 m have been considered in the Residential Visual Amenity Assessment presented in **Application Document 7.5 Appendix 6.7.A5**. Within Route Section 3 the alignment remains in close parallel with the existing 4ZQ overhead line, meaning the scale of effect on the landscape is less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the proposed overhead line will be seen with the existing overhead line rather than introducing a completely new and separate feature. This approach helps to minimise visual disruption and reduce the overall effect on the landscape.	
8.4.88	Impacts should be measured through a visual impact receptor point and subsequent assessment.			X		Through routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. The application for development consent is supported by an Environmental Impact Assessment (EIA), which considers effects of the Project on landscape and visual receptors, and has identified if further mitigation is required during construction and operation. The results of this are presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. A viewpoint assessment has considered 127 viewpoint locations which were agreed with stakeholders including the local planning authorities. The results of this assessment are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**.	
8.4.89	Support for the preferred new overhead line alignment to the south of the existing one near Ellerker because it is less visually impactful.				X	National Grid thanks the respondent for their support of the new overhead line alignment.	
8.4.90	Concern about the impact on the landscape between Ellerker and Brantingham				X	A landscape assessment has been carried out as part of the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The area between Ellerker and Brantingham falls within Landscape Character Type (LCT) 11: Jurassic Hills Farmland and the assessment provided in **Application Document 6.6.A3 Environmental Statement Appendix 6.3 Landscape Baseline and Assessment**. Within this LCT, the route runs parallel with the existing 4ZQ overhead line to minimise the effects on landscape by reducing the spread of overhead line infrastructure in the landscape. While there would be landscape effects during construction activities and from the proposed overhead line when completed, being parallel minimises the landscape effects and helps ensure that the composition and character of the landscape is not fundamentally altered.	
Noise and Vibration							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.4.91	Concern that the additional Overhead line will add to noise already emitted from existing Overhead line in Broomfleet, affecting quality of life in properties.			X		Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. The assessment of operational noise from overhead lines indicates that significant adverse effects are not expected. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified noise sensitive receptors, and the use of a low noise conductor system though Broomfleet. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise from fittings does occur which results in a complaint, appropriate action	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	
8.4.92	Need further information on start dates and timings of works so residents can appropriately prepare for construction-related noise and vibration.				X	National Grid understands the request for information at the construction stage regarding activities which have potential to create noise and vibration impacts for communities. A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed. The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. This mitigation is secured within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and includes a commitment to community engagement and public information with the contractor to implement a system for the provision of information to local residents and occupiers about the works. It is anticipated that a community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the works to be carried out, describing the nature of the works, the location and extent of the works, the duration of works and the hours to be worked. The core construction working hours are between the hours of 07.00 and 19.00 Monday to Friday and 0800 and 1700 on Saturdays, Sundays, bank holidays and other public holidays. Construction working will be undertaken within the agreed working hours set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**. The core construction working hours exclude start-up and close-down activities, which would take up to one hour before and after the core construction working hours. Unless otherwise agreed with the local highway authority, no	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						heavy goods vehicle (HGV) deliveries would be made to site outside of the hours of 06:00 to 19:00 Monday to Friday and 07:00 to 17:00 on Saturdays, Sundays and public holidays.	
Planning							
8.4.93	Project violates Holford Rules in the creation of a 'wirescape' by running two lines parallel.			X		For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. The Project has been designed to be parallel or close parallel with the existing overhead lines where existing constraints allow. This is to reduce the overall extent of environmental impacts arising and also helps form a coherent appearance, in line with Holford Rule 6. The design has sought to avoid confusing appearances by arranging wherever practicable in parallel, or closely related, routes planned with pylon types, spans and conductors forming a coherent appearance to limit the effects on properties and features between and either side of the overhead lines.	
8.4.94	Concern with impact on landowners' planned developments.			X		National Grid has carried out an Environmental Impact Assessment (EIA) in accordance with the relevant legislation and guidance including consideration of cumulative effects with other developments. In assessing cumulative impacts National Grid has taken into account projects that are operational, projects that are under construction, projects with planning consent, projects that are subject to a live planning application and projects identified within adopted local plans or within the nationally significant infrastructure project regime when sufficient information is publicly available. Speculative development at a very early stage or not publicly defined within the planning system cannot reasonably be assessed in detail as there is insufficient certainty regarding its scale location design or likelihood of implementation. The planned development in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						this response in this location is considered to be speculative development, with no planning records available. The cumulative assessment therefore reflects an evidence-based approach considering schemes with a realistic prospect of coming forward presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. Should additional development proposals progress through the planning system in the future they would be required to carry out their own assessment including consideration of cumulative effects with the Project. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements and where interrelationships occur this is reported within **Application Document 5.11 Interrelationship Document.**	
Socio-economic							
8.4.95	Adequate compensation is required for residents in the area. The £250 annual discount on electricity bills is unhelpful and Blacktoft Church should receive £5000 in funding.			**X**		The Bill Discount Scheme is a government scheme that will give eligible households £250 a year off their electricity bills for 10 years. It is for households living within 500 metres of new or significantly upgraded electricity transmission infrastructure, such as pylons. North Humber High Marnham is a project listed as expected to be eligible for the Scheme, however National Grid note the respondents' view of the scheme National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. This guidance offers a clear framework and will enable us to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with Ofgem, industry partners, local communities and their	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
8.4.96	A substation should be built to support the area.			X		The Project is to provide a new high voltage transmission line between Creyke Beck and High Marnham. Any needs on the transmission network for a new substation in this area would be considered in different National Grid projects, and would require planning approval to be constructed	
8.4.97	Suggestion to use community benefit fund to improve Broomfleet Village Hall and upgrade children's recreational equipment.				X	National Grid welcomes the suggestion for community benefit fund. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						closely with local communities to identify where community benefits funds could be spent.	
8.4.98	Concern about the economic impact of reducing the quantity of good quality and productive agricultural land and temporary disruption to farming operation.			X	X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by Requirements in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Permanent loss of agricultural land to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation have been kept to a minimum, and are small in scale.	
8.4.99	Concern about the impact on the operation of			X		Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	computer controlled agricultural machinery, such as Global Position Systems (GPS).					It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The individual wires of a power line are very thin, so they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.	
8.4.100	Concern about blight and the consequent impact on property value.			X	X	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works, irrespective of whether voluntary agreements or statutory powers were used. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice. Should the project receive development consent and compulsory acquisition powers be confirmed, landowners who believe they may meet the statutory criteria for a blight claim would be able to consider the process at that time. National Grid will continue to engage with landowners as design and assessments progress.	
8.4.101	Impact on tourism, including visual impacts to those viewing the landscape entering East		X			An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential effects on private,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Yorkshire along the M62/A63.					community, recreation and tourism assets in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. To assess potential changes in amenity and user experience at businesses, recreational and tourism receptors, findings from **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.18 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.6 Environmental Statement Chapter 6 Landscape**, **Application Document 6.7 Environmental Statement Chapter 7 Visual** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** are considered with the socio-economic assessment. People using the A63/M62 corridor are considered to be of low sensitivity to the Project. Moving at speed, views contain the existing overhead line, light industrial buildings and wind turbines slightly further afield. The Project will cross the A63 adjacent to the existing overhead line between Brantingham and Ellerker. Pylons would be seen alongside the existing overhead line and therefore would not fundamentally alter the composition or indirectly influence the character of the landscape in Route Section 3 or for views from the A63.	
8.4.102	The project will provide no benefit for the local community as the power is generated for use elsewhere in the country.				**X**	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of a number of network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewables targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. Benefit to communities hosting new transmission infrastructure, essential to boosting home grown, cleaner and more affordable power for the country is provided through the community benefits fund. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge.	
Traffic and Transport							
8.4.103	Access routes are not suitable.	X	X	X		National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Concern about access roads' suitability for heavy vehicles and risk of damage, including Whin Moor Lane and adjacent Sands Lane.					infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. As part of this review, roads such as Whin Moor Lane and Sands Lane have been considered in terms of their width, alignment, surface condition, and suitability for use by construction vehicles. Where any local constraints are identified, mitigation measures—such as temporary strengthening, traffic management, or vehicle size restrictions—have been developed in consultation with the Local Highway Authority (LHA). If, following detailed assessment, any routes were deemed unsuitable for construction access, they have been removed from the approved routeing plan to ensure safety and protect local road infrastructure. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes (PARs) and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant LHAs and will provide a baseline record of the existing condition of the highway network. Construction traffic will be assigned to PARs as the most appropriate routes to access working areas in terms of road capacity, safety and hierarchy.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant LHA. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan**, with detailed arrangements to be agreed with the relevant LHAs through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.4.104	Concern about traffic safety in Blacktoft Parish due to the conditions of the road.	**X**		**X**		National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes (PARs) and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.4.105	Concern about volume of construction traffic on Tongue Lane.				**X**	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehiclemovements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess Primary Access Routes for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. As part of this assessment, Tongue Lane has been reviewed in terms of its suitability for accommodating construction traffic. Traffic volumes, vehicle types and road conditions have been considered to identify any potential constraints. Where required, mitigation such as controlled vehicle routeing, timing restrictions, or use of alternative haul routes will be implemented to limit the number of construction vehicles using Tongue Lane. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing.	
Walkers, cyclists and horse riders							
8.4.106	Impact on horse riders due to road closures and proximity of works to horse paddocks.				X	National Grid acknowledges the concerns raised regarding the potential effects of construction traffic and construction activities on horse riders, cyclists, pedestrians, runners, dog walkers and other vulnerable road users, including the safety of users on local roads, Public Rights of Way (PRoW), National Cycle Network routes, recreational routes and in the vicinity of schools, level crossings and other sensitive locations. The potential impacts on vulnerable road users have been considered as part of the iterative design process within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The assessment has informed the construction access strategy and the development of traffic management measures to minimise interactions between construction traffic and vulnerable road users, where reasonably practicable. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), establishes the framework for the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						management of construction traffic during the construction period. Where construction traffic interfaces with PRoW, cycle routes, recreational routes or other areas regularly used by vulnerable road users, appropriate management measures will be implemented to maintain safety and minimise disruption. These measures may include temporary traffic management, signage, banksmen or traffic management operatives, marshalled crossings, reduced speed limits where appropriate, and clearly defined crossing points. Where temporary closures or diversions are required, these will be managed in accordance with the OCTMP and **Application Document 7.6 Outline Public Rights of Way Management Plan** and implemented in consultation with the relevant highway and PRoW authorities. National Grid also recognises the importance of maintaining safe access for pedestrians, cyclists and other recreational users (including horse riders) at locations where construction traffic may interface with popular walking, cycling and recreational routes (including bridleway and by-ways). Construction traffic management measures will be designed to minimise disruption to these users and maintain safe passage where reasonably practicable and does not jeopardise highway safety. Where construction activities interface with other transport infrastructure, including level crossings, National Grid will continue to engage with the relevant infrastructure managers and highway authorities to ensure that appropriate traffic management measures are developed and implemented. Prior to construction, the appointed Contractor(s) will prepare a detailed Construction Traffic Management Plan (CTMP), in consultation with the relevant highway authorities, which will identify the detailed traffic management arrangements and mitigation	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures required to maintain the safety of vulnerable road users throughout the construction period.	
Water, Flood Risk and Drainage							
8.4.107	National Grid should engage with landowners, who are concerned about drainage, regarding field drainage systems.			X		National Grid has made several commitments within **Application Document 7.2 Outline Code of Construction Practice** (W10, W23 and AS05) to ensure that effects on field drainage systems are managed and mitigated. During the design stage of the Project a specialised drainage contractor(s) will provide advice, and the relevant Lead Local Flood Authority or Internal Drainage Board, in addition to affected landowners, will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers. The assessments presented in the Environmental Statement **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** rely on the mitigation of any effects on field drainage systems, which is secured by these commitments.	
8.4.108	Overhead lines are positioned in an area prone to flooding which creates concerns, including on land adjacent to Ellerker Road in Broomfleet, and in Yokefleet adjacent to Old Lane.			X		National Grid has sought to reduce the impact on areas prone to flooding through the routeing and siting exercise and has made further design changes in response to consultation feedback. However, in some areas, including within Route Section 3, flood zones are extensive and cannot be wholly avoided. Where this is the case, the new Project infrastructure has been subject to a detailed assessment, reported in **Application Document 7.13 Flood Risk Assessment** (FRA). The FRA characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						assessments are presented in the Environmental Statement **Application Document 6.11 Environmental Statement Chapter 11 Water Environment.** Flood risk and drainage mitigations and controls are reported in Section 11.9, with the residual effects assessment presented in Section 11.10, concluding that there would be no significant effects.	
8.4.109	Concerns about impact on drainage.			X		Impacts on land drainage and flood risks are assessed and presented in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** within the Environmental Statement National Grid will incorporate appropriate surface water drainage measures into its design as secured within **Application Document 7.3 Register of Environmental Actions and Commitments.** Of relevance to drainage temporary infrastructure such as construction compounds, lay down areas (as well as areas where impermeable material will be installed where heavy equipment would be used) and construction access routes would be drained using sustainable drainage systems (SuDS) techniques that are suitable for local ground conditions and topography. These areas will be reinstated after completion of the temporary works, as agreed with the landowner, runoff across the site will be controlled through a variety of methods including header drains, buffer zones around watercourses, on-site ditches, silt traps and bunding. There will be no intentional discharge of site runoff to ditches, watercourses, drains (including highway drainage systems), or sewers without appropriate treatment and agreement of the appropriate authority and where new or additional surfacing is required on any construction access tracks and compound areas, these will be permeable surfaces where ground conditions allow. The Project will incorporate appropriate surface water drainage measures into the final design for any construction access tracks so that they do not lead to a significant increase in flood risk. Construction access tracks will be removed at the end of the construction phase, and the ground surface will be reinstated to pre-Project levels.	

Route Section 4: River Ouse crossing

Table 8.5 – Summary of consultee feedback and National Grid's response for Route Section 4: River Ouse crossing

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.5.1	Concern about impacts of increased traffic movements in Alkborough and Walcot parish during construction and impacts on rural roads.	**X**				An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHA) through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. National Grid is aware of the rural nature of the highway network within the area and has considered existing road conditions when developing the final construction traffic routes presented as part of **Application Document 7.15 Transport Assessment**. Alkborough	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and Walcot lie to the east of the Order Limits across the River Trent. Being remote from the Project traffic impacts during construction are not anticipated, No routes are proposed in Alkborough and Walcot Parish.	
8.5.2	Concern about construction traffic impact on everyday/ commuter traffic.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHAs) through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. The Environmental Statement reports the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.**	
8.5.3	Concern about construction noise and vibration impact on the aquatic environment in the River Ouse, noting that impact pathways for underwater sound should be considered for marine receptors.	**X**				Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. Construction noise and vibration impacts on the aquatic environment in the River Ouse are not expected due to the relatively large distance between proposed construction works and the banks of the river. Notwithstanding this point, commitment NV25 has been included in **Application Document 7.3 Register of Environmental Actions and Commitments** to secure best practicable means to reduce any potential effects on the aquatic environment. **Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction and includes a commitment to communicate information about the proposed works to local communities to reduce any potential temporary disruption. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						provided with a point of contact, in the event of any issues arising during the construction period.	
8.5.4	Access routes must be carefully considered.			X	X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities (LHAs) and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant LHAs. Where possible National Grid has sought to include existing tracks in the project access strategy to reduce additional land take.	
8.5.5	Construction traffic should be routed to avoid local roads and infrastructure/local roads and infrastructure are unsuitable for construction traffic/local roads are in poor condition/National Grid should repair any damage to roads.				X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the construction access strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Highway Authorities (LHAs) and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant LHAs. National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA. The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including PARs and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through OCTMP, with detailed arrangements to be agreed with the relevant LHAs through the CTMP prior to construction.	
8.5.6	Need further information on construction methods across the River Ouse and whether activities would take place below Mean-High Water Springs (MHWS). Any assessments related to the effects of these should follow a worst-case scenario simulation.	X				At statutory consultation the level of detail presented was that which the preliminary stage of design had available. As National Grid has advanced the design of the Project engagement with stakeholders has been ongoing. The construction methodology at the River Ouse has been shared with stakeholders and assessed within the Environmental Statement submitted with the Development Consent Order. No activities are proposed below Mean-High Water Springs (MHWS) and no works are anticipated which are licensable under the MMOs jurisdiction.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.5.7	Opposition to proposed temporary construction access in Whitgift, as it will impact public rights of way used by walkers.				X	**Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) sets out the good practice measures that will be adopted to reduce disruption on the local road network during construction. National Grid is committed to safe working practices and will be implementing safety measures, such as closing roads or implementing traffic management, to maintain safety to road users and pedestrians during construction. Impacts on Public Rights of Way (PRoW) have been assessed within the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES identifies and assesses the likely significant effects on PRoW in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. With respect to designated PRoWs crossing the working area would be managed with access only closed while construction activities occur. The locations of the PRoW affected by the project along with the proposed diversion routes are shown in **Application Document 7.6 Access, Rights of Way and Public Rights of Way Management Plan**.	
8.5.8	Concern about proximity of construction access routes to residential property resulting in damage, including on Church Lane in Little Reedness,				X	National Grid has consulted with East Riding of Yorkshire Council on this matter. It is no longer proposed to use Church Lane for construction traffic associated with the set-up/mobilisation phase of the development. Instead, traffic for this phase will be routed via Swinefleet along Old Hill Cottages and High Street. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) sets out the good practice measures that will be adopted to reduce disruption on the local road network during construction. National Grid is committed to safe working	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						practices and would be implementing safety measures, such as closing roads and implementing traffic management, to maintain safety for road users during construction. Furthermore, National Grid has included a temporary haul road, to relieve the local road network by providing access and egress to the project area, more suited to construction traffic.	
8.5.9	Construction traffic should take the least disruptive route.				X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the construction access strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities (LHAs) and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Transport Assessment (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. The Environmental Statement considers the potential effects on people from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in **Application Document6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The OCTMP has been developed to reduce disruption to the local community. Clear signage will be provided to make sure construction traffic uses the agreed route and stays within the speed limit for construction traffic. National Grid emphasises to its employees and contractors the special care that they need to take when driving to and from the areas they are working in. National Grid will do as much as it reasonably can to keep disturbance to the local community to a minimum.	
8.5.10	Concern about impact of soil/ subsoil conditions due to construction and			**X**		National Grid has sought to limit the Project's impact on soils through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	request that no works be undertaken during winter months.					of soils and agriculture forms part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES identifies and assesses the likely significant effects on soils resulting from the construction of the Project in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils. Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the appropriate soil management measures within **Application Document 7.5 Outline Soil Management Plan** (SMP). Measures within the Outline SMP will include but not be limited to the following: how topsoil and subsoil will be stripped and stockpiled (based on detailed soil survey data); suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil and rainfall criteria for when works should cease / restart; indicative soil storage locations; how soil stockpiles will be designed taking into consideration site conditions and the nature/ composition of the soil; specific measures for managing sensitive soils; suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works; approach to reinstating soil that has been compacted, where required; and details of measures required for soil restoration. As noted above, aspects of soil handling in relation to ground wetness and rainfall are included in the Outline SMP. The Outline SMP will be updated to a final SMP prior to construction commencing and opportunities to reduce or limit soil stripping operations during the winter months will be addressed at that stage. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
Consultation							
8.5.11	Request for further engagement with residents of Alkborough and Walcot, and with Alkborough and Walcot Parish Council regarding construction plans/ mitigations and project updates. Request for further engagement with residents of Ousefleet.	X			X	National Grid is committed to engaging with residents as the Project moves forward, and National Grid will continue to engage throughout the DCO process. If consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Community newsletters are provided to keep communities updated on the Project. These newsletters are also available on the project website and residents are welcome to contact the Project team with questions using the Project contact information. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period. There will also be further opportunities for consultees, stakeholders and other members of the public to make representations on the Application as part of the Development Consent Order examination.	
8.5.12	National Grid should have consulted on more than one option for the location of the Ouse crossing.			X		National Grid has presented strategic options for routeing and siting of the Project in the published Corridor Preliminary Routeing and Siting Study (CPRSS) (2023), and the Supplementary Corridor Routeing Report (SCRR) (2024), also justifying the chosen corridor at our non-statutory consultation in 2023. The process of options appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting), which provides a thorough, consistent, and transparent framework to inform the appraisal of project options and decision-making. It aims to ensure	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option, utilising the information available at the time. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals.	
8.5.13	Further engagement with The Marine Management Organisation (MMO) is required.	X				Engagement with the MMO has continued to take place throughout the pre-application stage of the Project. Engagement has confirmed that the Project no longer has working areas within the MMO jurisdiction.	
Cultural Heritage							
8.5.14	Concern about impact on listed building Yokefleet Hall.			X		Route Section 4 is a particularly constrained section of the route. Notable constraints include the Grade II listed Yokefleet Hall and its associated Grade II listed West Lodge and Gates, Gate Piers Connecting Wall, Railings and Outer Piers, and its non-designated East Lodge and parkland garden, located immediately to the west of the draft Order Limits. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage.** Mitigation measures include siting pylon working areas and access tracks away from heritage assets as far as reasonably practicable. In respect of Yokefleet Hall the ES has assessed that the assets would be directly affected by construction and operation of pylons 4AF76 to 4AF80. The route lies within designed views from within the park, which provides the assets' setting, overlooking the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						river to the south. Its route would also lie within wider views of the park from within the surrounding landscape, notably from the opposite side of the river, from the east of the park on approach along the riverbank, and from the accesses into the park on its north side, each of which is marked with a lodge building reflecting the architectural detailing of the hall. The Project will introduce new infrastructure of the same type as the existing 4ZQ overhead line route in closer proximity to Yokefleet Hall. Less significantly, the Project will also introduce a temporary pylon assembly and installation plant approximately 200m east of the hall.	
8.5.15	Avoiding Hall Garth Scheduled Monument is not a valid reason for not routeing the line further east around Ousefleet.			X		The routeing of the Project has been informed by a balance of environmental, technical and community considerations including the statutory requirement to avoid or minimise harm to Scheduled Monuments which are afforded the highest level of heritage protection. National Grid recognises that the protection of designated heritage assets must be considered alongside impacts on communities including residential amenity, visual effects and well-being. Avoidance of a Scheduled Monument is one of several factors considered in route selection and does not in isolation determine the alignment of the Project.	
Design							
8.5.16	Overhead lines should be routed underground in Route Section 4. Overhead line should be routed underground through Ousefleet. Underground the cables within 1km of the Humber Estuary to			X	X	National Grid has considered both overhead lines and underground cabling in the vicinity of Ousefleet and the wider Humber Estuary. National Grid considers that following the route of the established overhead line across the Humberhead Levels will serve to significantly reduce the likelihood of birds striking the new line in these areas of the route. Placing a section of the route underground would result in greater construction disturbance and permanent loss of land that is potentially functionally linked as feeding grounds for bird species associated with the Humber Estuary. Information to help	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	remove the impact on migratory birds and multi-designated sites for the benefit of wildlife.					inform the Secretary of State's judgement on this point is submitted as part of the application for Development Consent within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study Appendix A.**	
8.5.17	Opposition to the preferred alignment of the overhead line.			X	X	Deciding where and how to build new high voltage electricity lines is a complex issue. Our overall decision on the routeing for the Project is presented **within Application Document 5.9 Design Development Report (DDR) 2026**, with the alternatives discussed within **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered**.	
8.5.18	Concern that Ousefleet will have overhead lines on either side,			X	X	As part of the design process, National Grid seek to develop the most appropriate design taking into account engineering, environmental and socio-economic factors and cost. National Grid has carefully considered the potential impacts of the Project at an early stage. The route of the overhead line runs broadly parallel to the existing line, but deviates slightly westwards at Ousefleet, south of the river. Whilst this does introduce new transmission infrastructure to the west of Ousefleet and the existing overhead line lying to the east, it does offer opportunities to avoid any new overhead line oversailing residential properties and avoids construction activities within the Hall Garth Moated Site, a Scheduled Monument. The visual assessment of the Project is presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual** and considers the combined presence of infrastructure. In this location additional mitigation is proposed over and above any embedded and control and management mitigation measures, for which assessment within the Environmental Statement has identified as a requirement to further reduce significant environmental effects. Commitment LV06 of **Application Document 7.2 Outline Code of Construction Practice** secures tree planting to the north side of Pennyhill Cottages to filter views of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the river crossing and pylon 4AF78 for people living and moving around Ousefleet and Whitgift.	
8.5.19	Preference for the overhead line to travel east of Ousefleet.				X	The opportunity to follow a close parallel with the existing transmission line in this location has been taken in the routeing decisions as ornithological advice is that a close parallel with the existing western line offers potential benefits in relation to bird collision risk, due to there being no reported issues with bird strike on the existing overhead line. The introduction of infrastructure into a section of the River Ouse to the east where there currently is none would create an entirely new hazard for birds moving along and around the river corridor. The Project routes to the west of the existing overhead line in this location as a route to the east would introduce line swap overs that a western crossing would avoid, further adding complexities, cost and requirements for outages (occurring from the additional line swaps). As well as the technical complexities of routeing to the east ornithological advice is that a western parallel crossing would be preferred as it takes the new overhead line further away from a RSPB reserve. For these reasons National Grid will not be incorporating the request into the Project design. Our overall decision on the routeing for the Project is presented within **Application Document 5.9 Design Development Report (DDR) 2026**.	
8.5.20	New overhead line should be run in parallel with existing lines. The existing overhead line should be placed onto the proposed new pylons, and the existing pylons should also run the new overhead line to			X	X	As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has developed the design of the Project in this location based on a number of sensitive technical, ecological and residential constraints in the local area, including Blacktoft Sands RSPB Reserve, the East Atlantic Flyway, the Humber Estuary designated sites, several villages (including Faxfleet, Yokefleet and Ousefleet). In addition to this, as part of consultation, National Grid has considered a number	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reduce impact on residents.					of requests to move the overhead line to the east and west, into previous corridors considered as part of the Corridor Preliminary Routeing Siting Study Application Document 7.18 and to use underground cabling in this area. The justifications for taking our chosen alignment were outlined in **Application Document 7.20 Design Development Report 2025** at statutory consultation. The preferred alignment follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel the existing 4ZQ overhead line through the corridor across the River Ouse, thereby avoiding the introduction of a new overhead line into an open stretch of river. There are advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. The Project deviates from a close parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth Moated Site Scheduled Monument. National Grid has focused on minimising impacts through careful routeing, alignment with existing infrastructure maximising separation for residential properties where practicable and applying appropriate mitigation measures. However introducing a line swap is not considered necessary or justified in this location and will not be taken forward as part of the project design. For these reasons the suggested request has not been taken forward.	
8.5.21	Overhead lines are too close to Ousefleet and Yokefleet, residents and properties. Overhead lines should avoid Ousefleet and			**X**	**X**	This section of the route crossing the River Ouse is particularly constrained. A routeing decision to closely parallel the existing overhead line in this location has been made due to the environmental benefits associated with close parallel and the reduction in risk to birds in this location. Routeing has avoided oversail of properties and whilst the proximity of the Project to Ousefleet, Yokefleet and Whitgift is acknowledged the routeing is considered the most appropriate on balance being efficiently	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Whitgift, residents and properties.					designed while avoiding unnecessary impact on the villages of Ousefleet and Yokefleet.	
8.5.22	Overhead lines should not oversail property.				X	National Grid has sought to ensure that the Project does not oversail property. The new overhead line deviates from being close parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth Moated Site Scheduled Monument.	
8.5.23	Support for the preferred overhead line alignment.				X	National Grid appreciates the support for the overhead alignment, reflecting that the proposed route and design strike the best balance between allowing the project to be efficiently designed while avoiding unnecessary impact on the villages of Ousefleet and Yokefleet	
8.5.24	Suggestion to construct new overhead lines in close parallel with existing line in Ousefleet. Use the same approach as in Ellerker and Brantingham: move the current electricity lines to the new pylons and use the old pylons for the new lines. This would avoid Ousefleet residents having overhead lines on either side.				X	National Grid acknowledges concerns regarding the perception of residential encirclement by overhead lines. Line swap overs are complex engineering interventions that involve changes to circuit configuration, pylon arrangement and operational clearances. Such changes can introduce additional environmental impacts, technical risks and construction complexity. National Grid has considered routeing options in this location during the design stages. A routeing decision to closely parallel to the west of the existing overhead line in this location has been made due to the environmental benefits associated with close parallel and the reduction in risk to birds in this location. The village is also located to the east of the existing 4ZQ route and, therefore, constructing the new line to the east of the existing alignment would still result in overhead line infrastructure being placed on either side of the village. Moving the route further east beyond the village would reduce the close parallel alignment but would require crossing the River Ouse at a point where the RSPB reserve is significantly wider, necessitating a longer river crossing span and taller pylons. The Project deviates from a close	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth moated site Scheduled Monument. National Grid has focused on minimising impacts through embedded measures built into the design of the Project including careful routeing to avoid oversailing properties, alignment with existing infrastructure, maximising separation for residential properties where practicable and applying appropriate mitigation measures. The visual assessment of the Project is presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual** considers the combined presence of infrastructure. In this location additional mitigation is proposed over and above any embedded and control and management mitigation measures, for which assessment within the Environmental Statement has identified as a requirement to further reduce significant environmental effects. Commitment LV06 of **Application Document 7.2 Outline Code of Construction Practice** secures tree planting to the north side of Pennyhill Cottages to filter views of the river crossing and pylon 4AF78 for people living and moving around Ousefleet and Whitgift. However introducing a line swap is not considered necessary or justified in this location and will not be taken forward as part of the project design.	
8.5.25	Request to move proposed pylon 4AF80 ten metres to the east. This would allow the proposed construction access route to cross the road east of specified land and avoid having to enter the field west of specified property, and pass behind both. This			**X**		National Grid has reviewed the request to move pylon 4AF80 to the east. This change was accepted on the basis that the impact to the Hall Garth Moated Site scheduled monument is no greater than the previously proposed alignment. A movement of 10m to the east to pylon 4AF80 has been incorporated into the Project's design National Grid has reviewed the request to relocate the temporary construction access following the movement of 4AF80. The relocation of the access points would bring them closer to the proposed overhead line, which could locate them directly beneath the proposed overhead line and the crossing protection structures at	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	would provide enough space to avoid the crossing protection areas. This would reduce costs and disruption.					Pennyhill Cottages. This introduces construction complexity whilst also reducing flexibility. Movement of the construction haul road would also route the proposed overhead line closer to the DNO diversion works, the pylon and the stringing works. An area of archaeological features identified in geophysical surveys impacts both the 2025 design as well as the relocated access points. However, the alteration would reduce the construction haul road length by approximately 330 m when compared to the 2025 design. The change would avoid the encirclement of residential receptors on Pennyhill Cottages. National Grid has incorporated the change into the design as it would achieve the requests from the local community. Due to ongoing archaeological trial trenching, the survey findings at this stage are not yet known. Therefore, these alternative access points were incorporated into the Project's design alongside the access points proposed in the 2025 design. This flexibility will allow the Project to obtain the site survey findings and make an informed decision during the detailed design phase as to which set of access points will be the most suitable on balance.	
8.5.26	Request that the overhead line is routed to the east of Ousefleet village crossing Townend Causeway. This would avoid proximity to housing and minimise impacts on RSPB Blacktoft Sands during construction. It would also minimise the			X		National Grid as part of the design process seeks to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The Project has been developed in this location based a on a number of sensitive technical, ecological and residential constraints in the local area, including Blacktoft Sands RSPB Reserve, the East Atlantic Flyway, the Humber Estuary designated sites and several villages (including Faxfleet, Yokefleet and Ousefleet). In addition to this, as part of consultation, National Grid has considered a number of requests to move the overhead line to the east and west, into previous corridors considered as part of the Corridor Preliminary Routeing Siting Study **Application Document 7.18** and to use underground cabling in this	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	number of access roads required. Request to avoid any divergence from the parallel running of the new line relative to the existing one in this location.					area. The justifications for our chosen alignment were outlined at statutory consultation in **Application Document 7.20 Design Development Report 2025**. The Project's alignment follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel the existing 4ZQ overhead line through the corridor across the River Ouse, thereby avoiding the introduction of a new overhead line into an open stretch of river. There are advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. The temporary construction haul road is a necessary and responsible mitigation measure to reduce the impacts of construction on local communities, the highway network and the environment.	
8.5.27	Suggestion for a realignment of pylon 4ZQ36 to the east and pylon 4ZQ35 slightly to the west to allow for the parallel running to continue. This will allow avoidance of residential properties.			X		The existing 4ZQ36 pylon is part of the existing river crossing section for the 4ZQ route. Amending the position of this pylon would require re-design of an entire section of existing overhead line, including that of the two existing river crossing towers (4ZQ37 and 4ZQ38) introducing significant engineering complexity and construction challenges as the existing section would require re-conductoring and potential foundation and steelwork upgrades on existing towers. The works would all introduce additional environmental and socioeconomic impacts as a result of modification to the existing 4ZQ overhead line. Furthermore, moving 4ZQ36 further east would bring the pylon closer to existing properties and would introduce additional angle pylons into the Route Section which can be avoided with the current design. The Project is therefore focused on aligning new infrastructure with existing overhead lines where practicable, minimising additional land taken concentrating impacts within established corridor rather than	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						relocating infrastructure that is not affected by or required to be altered by the Project.	
8.5.28	Pylons 4AF78 and 4AF79 should be sited further to the east to reduce impact on specified property. The construction of access roads would not be required to the rear of specified property. Request to move pylons 4AF78 to 4AF80 east to allow the overhead lines to run in parallel with the existing lines. The overhead lines would over-sail the Hall Garth archaeological site. This would enable construction traffic access directly from the existing High Street (assumption made that this is Pennyhill). This would avoid the need for further construction work in the field to the rear of specified property. Request to move proposed lines within			X	X	National Grid as part of the design process seeks to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The Project has been developed in this location based on a number of sensitive technical, ecological and residential constraints in the local area, including Blacktoft Sands RSPB Reserve, the East Atlantic Flyway, the Humber Estuary designated sites, heritage assets and several villages (including Faxfleet, Yokefleet and Ousefleet). In addition to this, as part of the consultation, National Grid has considered a number of requests to move the overhead line to the east and west, into previous corridors considered as part **Application Document 7.18 Corridor Preliminary Routeing Siting Study** and to use underground cabling in this area. The justifications for taking our chosen alignment were outlined at statutory consultation in **Application Document 7.20 Design Development Report 2025.** The Projects alignment follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel the existing 4ZQ overhead line through the corridor across the River Ouse, thereby avoiding the introduction of a new overhead line into an open stretch of river. There are advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. It is not possible due to the constraints set out above to route further to the east of specified property, as this would require a wider realignment of the overhead line and result in the route moving closer to and potentially oversailing a nearby scheduled monument, creating unacceptable cultural heritage effects. However, mitigation to the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Route Section 4 to the east starting north of the River Ouse. This would allow the new and existing lines to cross one another then continue south and run parallel with the existing lines to the east of Ousefleet village. Request to route the new cable to the southeast of the existing line between pylon 4AF75 and the River Ouse crossing. This would minimise the visual impact on the village of Yokefleet.					significant effects arising are set out in the visual assessment of the Project presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual.** In the location of Ousefleet additional mitigation is proposed over and above any embedded and control and management mitigation measures, for which assessment within the Environmental Statement has identified, as a requirement to further reduce significant environmental effects. Commitment LV06 of **Application Document 7.2 Outline Code of Construction Practice** secures tree planting to the north side of Pennyhill Cottages to filter views of the river crossing and pylon 4AF78 for people living and moving around Ousefleet and Whitgift. The temporary construction haul road is a necessary and responsible mitigation measure to reduce the impacts of construction on local communities, the highway network and the environment. The haul road has been designed to be temporary, used only for the duration of the construction and will be removed and the land fully reinstated following the completion of works in accordance with **Application Document 7.5 Outline Soil Management Plan.** The views from Yokefleet are considered in the assessment of the community of Blacktoft, the parish within which Yokefleet is located, in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. The proposed overhead line would be closer to Yokefleet than the existing overhead line, however, Yokefleet has some localised screening from mature trees to the east of the village and pylons would be seen in the context of the existing overhead line and river crossing pylons so would not be uncharacteristic.	
8.5.29	Request that lines are undergrounded within 1km of the Humber				**X**	National Grid has carefully considered the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, with a duty	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Estuary special protected area to reduce landscape impacts and preserve habitats. This would also allow for the land close to the location of proposed pylon 4AF80 be enhanced and dedicated to Biodiversity Net Gain.					to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. As part of the assessment process, National Grid has considered both overhead line and underground cabling in detail, particularly in the vicinity of the Humber Estuary, and the decision on the proposed alignment has been informed by our assessments and consultation and the baseline data gathered. Based on our assessments to date, there are insufficient policy justifications to use underground cabling between these locations. Undergrounding does come with technical complexity and risk and can be met with different environmental challenges associated with deep trenching and excavation within the ground. At Whitgift, although undergrounding may reduce visual amenity, it comes with potentially significant adverse impacts during construction, and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. Undergrounding in this area would require cable sealing end compounds, which would bring new concerns of siting this infrastructure in the vicinity of the SPA and SSSI. These reasons, together with the level of technical challenges associated with the construction of underground cables in certain locations such as the Humber Estuary, mean an overhead line is proposed throughout this Route Section. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						line, to limit the spread of infrastructure and minimise the impacts of the new overhead line on residents. **Application Document 7.1 Biodiversity Net Gain Report** sets out more detail in relation to BNG.	
8.5.30	Request for a series of trees to be planted to screen pylons 4AF78, 4AF79 and 4AF77.				X	National Grid notes this request and has incorporated an area of mitigation planting along Main Street Ousefleet to screen pylons 4AF77, 4AF78 and 4AF79 as shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Environmental mitigation measures are presented and secured by Requirements in **Application Document 3.1 Draft Development Consent Order.**	X
8.5.31	Request for landscape mitigation planting around pylon 4AF78 to reduce the visual impact of the pylon on property to reduce landscape impact.				X	National Grid notes this request and has incorporated an area of mitigation planting along Main Street Ousefleet to screen pylons 4AF77, 4AF78 and 4AF79. Environmental mitigation measures are presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan** and secured by Requirements in **Application Document 3.1 Draft Development Consent Order**.	X
8.5.32	Request to move pylon 4AF78 as far north as possible to the field boundary to reduce impact on future farming activities. Request to move pylon 4AF79 as far south as possible to the field boundary to reduce			X		The request to move pylons 4AF78 north and 4AF79 south to the field boundaries to reduce impacts on farming activities has been considered. This area of the alignment has been amended as a result of another request being incorporated into the Project's design. Following this amendment, pylon 4AF79 was able to be moved marginally southeast, as close to the field boundary as feasible. The working area for the crossing protection required for stringing of the conductors over Pennyhill Cottages restricts any closer to the boundary. Pylon 4AF78 is as close to the northern field boundary as possible without infringing on the internationally designated sites.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	impact on future farming activities.						
8.5.33	The haul road should follow and upgrade a specified existing track to minimise the impact on land drains.			X		The request for the haul road to follow and upgrade the existing track indicated by the consultee has been considered. This request would require the construction of approximately 600 m of additional haul road, which would increase land take away from the work area and introduce the need for 90-degree bends, increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. For these reasons the change will not be incorporated into the Project's design.	
8.5.34	Overhead lines from pylon 4AF69 (in Section 3) to pylon 4AF78 should be located to the southeast of the existing line. By following a route to the east of the existing line, there will be a reduced impact on the Grade II listed Yokefleet Hall, specified properties and Millennium woodland. This suggested approach would also reduce the likelihood of an injurious affection claim against National Grid, while still allowing the pylons to			X		National Grid has carefully considered the feedback received during all stages of consultation, the alternatives available, and other factors including our duties and obligations. The Project's design follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel to the west of the existing 4ZQ overhead line across the River Ouse, thereby avoiding the introduction of a new overhead line into an open stretch of river. There are advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. The Project routes to the west of the existing overhead line in this location as a route to the east, as is requested, would introduce line swap overs that a western crossing would avoid, further adding complexities, cost, requirements for outages (line swaps) and potentially a longer construction programme. Line swap overs are complex engineering interventions that involve changes to circuit configuration, pylon arrangement and operational clearances. Such changes can introduce additional environmental impacts, technical risks and construction complexity.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	remain on the Estate's land.					As well as the technical complexities of routeing to the east ornithological advice is that a western parallel crossing would be preferred as it takes the new overhead line further away from a RSPB reserve. The Project deviates from a close parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth Moated Site Scheduled Monument. National Grid has focused on minimising impacts through careful routeing, alignment with existing infrastructure maximising separation for residential properties where practicable and applying appropriate mitigation measures. Whilst a route to the east would move the overhead lines further from the Yokefleet Hall, specified properties, and Millennium woodland, this does not outweigh the benefits in outlined above in respect of routeing to the west. For these reasons the suggested request has not been taken forward.	
8.5.35	Suggestion to locate pylon 4AF77 closer to the existing pylon and locate pylon 4AF78 for the cables to cross the river in parallel to the existing line rather than at an angle. This would impact on views and the landscape This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref.			X		As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has developed the Project in this location based a on a number of sensitive technical, ecological and residential constraints in the local area, including Blacktoft Sands RSPB Reserve, the East Atlantic Flyway, the Humber Estuary designated sites, several villages (including Faxfleet, Yokefleet and Ousefleet. The alignment follows the existing overhead line across the River Ouse. There are advantages associated with this option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. The Project deviates from a close parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth Moated	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	No. 8.5.34 are listed in order of preference.					Site Scheduled Monument. For these reasons the suggested request has not been taken forward.	
8.5.36	Request to relocate pylon 4AF78 to allow the cables to cross the river in a parallel line rather than at an angle. This would mitigate impacts on the landscape and views. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid assessed the request to relocate pylon 4AF78 in order for the cables to cross the river in a parallel line. As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has developed the Project in this location based a on a number of sensitive technical, ecological and residential constraints in the local area, including Blacktoft Sands RSPB Reserve, the East Atlantic Flyway, the Humber Estuary designated sites, several villages (including Faxfleet, Yokefleet and Ousefleet. The alignment follows the existing overhead line across the River Ouse. There are advantages associated with this option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. The Project deviates from a close parallel when crossing the River Ouse to avoid oversailing properties within the settlement of Ousefleet and Hall Garth Moated Site Scheduled Monument. For these reasons the suggested request has not been taken forward.	
8.5.37	Request to position pylon 4AF76 (Section 3) the east of the existing overhead power cable line to reduce impacts on modern farming. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated.			X		National Grid has reviewed the request to position pylon 4AF76 to the east of the existing overhead line. The Project routes to the west of the existing overhead line in this location as a route to the east, as is requested, would introduce line swap overs that a western crossing would avoid, further adding complexities, cost, requirements for outages (line swaps) and potentially a longer construction programme. Line swap overs are complex engineering interventions that involve changes to circuit configuration, pylon arrangement and operational clearances. Such changes can introduce additional environmental impacts, technical risks and construction complexity.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Requests relating to Ref. No. 8.5.34 are listed in order of preference.					Due to this, the change has not been included within the Project's design.	
8.5.38	Request to position pylon 4AF78 closer to the existing pylon in the field to reduce the area between the pylons to reduce impacts on modern farming. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid assessed the request to position pylon 4AF76 closer to the existing pylon in the field. Movement of this pylon closer to pylon 4ZQ39 is not feasible due to the standoff required between pylons for safety as well as operation and maintenance of the pylons and overhead line. This movement would also result in the introduction of an additional angle in the overhead line. The request would also change the angle of the crossing over the river, meaning pylon 4AF77 would move east and this would bring it too close to the river defence, therefore pylon 4AF77 would have to move back from the river defence, increasing the span over the river and likely heights of the pylons. For these reasons the change has not been implemented into the Project's design.	
8.5.39	Request to position the pylon 4AF76 (Section 3) on a field boundary rather than in the middle of the field to reduce impacts on modern farming. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref.			X		National Grid assessed the request to position pylon 4AF76 closer to a field boundary. Due to this being an angle pylon, any movements offline would result in other pylons in the section being relocated onto the new alignment and their locations adjusted to ensure span lengths are suitable. It would not be possible to move 4AF76 onto the southern field boundary as it would realign the previous section and would bring the 4AF overhead line too close to the 4ZQ OHL. Moving 4AF76 to the western boundary would realign the 4AF OHL over the River Ouse, requiring the river crossing pylon to be sited in a private garden and increasing the length of the river crossing, and likely pylon heights. Moving the pylon would disrupt OHL paralleling and pylon synchronisation. There are advantages associated with synchronisation, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	No. 8.5.34 are listed in order of preference.					on birds as their flightpaths would likely already avoid the existing overhead line. For these reasons the suggested request has not been taken forward.	
8.5.40	Suggestion that there is an existing track which could be considered for access to pylon 4AF76 (Section 3) rather than creating new a new track through the arable field. The preferred access route is outlined in the plan provided by the respondent. If the pylon is in the current position and the above suggested amendments are not considered, it would be preferable for the construction access to be from the roadside. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request for the haul road to follow and upgrade the existing track in proximity to pylon 4AF76. This request would require the construction of approximately 600 m of additional haul road, which would increase land take away from the work area and introduce the need for 90-degree bends in the access, increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. For these reasons the change will not be incorporated into the Project's design.	
8.5.41	The proposed access to pylon 4AF75 (Section 3) is directly through the					National Grid reviewed the request for the access to pylon 4AF75 to follow the field boundaries. This would result in additional haul road being required, as well as the introduction of 90-degree bends in the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	field from the northwest to the southeast of the field where the pylon is proposed to be located. It would be preferred that the construction route follows the field boundaries to reduce This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.					access, increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. For these reasons the change will not be incorporated into the Project's design.	
8.5.42	Pylon to be located to one side of the field boundary rather than over the field boundary covering two field to reduce impact on modern farming. Pylon to be located along the southern field boundary to reduce impact on modern farming. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated.			X		National Grid assessed the request to relocate pylon 4AF74. This pylon has been positioned to be in synchronisation with the existing pylon 4ZQ41. This is due to the advantages associated with this close synchronisation option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. Relocating pylon 4AF74 would also require the height of the pylon to be increased and would break pylon synchronicity. For these reasons the suggested request has not been taken forward.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Requests relating to Ref. No. 8.5.34 are listed in order of preference.						
8.5.43	Suggestion that construction access for pylon 4AF74 (Section 3) should be taken as outlined in the plan provided in order to keep the construction access and impacts on the fields to the boundaries. Additional suggestion made to reduce the working areas which will allow the tenant farmer to farm more of the field than under the current proposal thereby reducing the compensation claim due. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request for the haul road to follow and upgrade the existing track in proximity to pylon 4AF75. This request would require the construction of approximately 600 m of additional haul road, which would increase land take away from the work area and introduce the need for 90-degree bends in the access, increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. In addition, this change would introduce traffic onto local road networks that are currently unsuitable for heavy goods vehicles and would require further upgrades or widening. For these reasons the change will not be incorporated into the Project's design.	
8.5.44	Suggestion is made on the basis the wood is to be removed. Request is			X		National Grid reviewed the request for the haul road to follow the boundaries to access pylon 4AF72 and pylon 4AF73. This change would result in the construction of additional haul road and also	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	made for the construction access between pylon 4AF73 (Section 3) and pylon 4AF72 (Section 3) to be kept to the boundary. If this is not feasible, it is the preference for the construction access to stay closer to the cable route rather than north of the route to reduce impact on farming operations. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.					introduce 90-degree turns in the access increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. For these reasons the change will not be incorporated into the Project's design.	
8.5.45	Request to relocate pylon 4AF71 (Section 3) the western field boundary to reduce the unfarmable area as a result of the location of the pylon. Request to relocate pylon 4AF71 to the eastern field boundary to			X		National Grid assessed the request relocate pylon 4AF71 to the western or eastern field boundaries. Movement of this pylon is technically unfeasible without the subsequent relocation of the adjacent pylons. These have been sited to be in close parallel with the existing 4ZQ overhead line. This is due to the advantages associated with this close parallel option, including the grouping, rather than separation of infrastructure which would reduce the potential for adverse impacts on birds as their flightpaths would likely already avoid the existing overhead line. For these reasons the suggested request has not been taken forward.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reduce the unfarmable area as a result of the location of the pylon. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.						
8.5.46	Preference for the access route for pylon 4AF71 (Section 3) to follow the field boundaries. The preferred access route is outlined in the plan provided by the respondent. This would prevent long term impact due to the compaction of the soil. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request for the haul road to follow the field boundaries to access pylon 4AF71. This change would result in the construction of additional haul road, which would be in close proximity to drains leading to concerns around the additional environmental impacts. The access would also introduce 90-degree turns in the access increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. There would also be a greater impact on ditches as the design would not enable the crossing of ditches perpendicular, as the haul roads runs in parallel to the overhead line. For these reasons the change will not be incorporated into the Project's design.	
8.5.47	Request to locate pylon 4AF70 (Section 3) in the			X		The request to relocate pylon 4AF70 in the grass field to the east of the road has been considered. The proposed change would result in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	grass field to the east of the road as this will have a reduced impact on the agricultural land being located on grassland rather than arable. This would prevent the field entrance becoming unsafe to use from the roadside with farm machinery. It would also reduce the impact on agricultural land by being located on grassland rather than arable land. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.					the subsequent movement of other pylons along this section of the route, moving them out of sychronisation with the existing 4ZQ route. The synchronisation of the pylons achieves the grouping, rather than separation of infrastructure which has associated environmental benefits in this location. For these reasons the suggested request has not been taken forward.	
8.5.48	Request to locate pylon 4AF70 (Section 3) within the field corner. Request to locate pylon 4AF70 (Section 3) on the field boundary. This would prevent the field entrance becoming unsafe to use from the			**X**		National Grid reviewed the request to locate 4AF70 to the field corner. This change was incorporated into the Project's design as it allows for the request to be met whilst maintaining technical feasibility and not introducing any additional significant environmental constraints.	**X**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	roadside with farm machinery. It would also reduce the impact on agricultural land by being located on grassland rather than arable land. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.						
8.5.49	Request for the construction road for pylon 4AF70 (Section 3) to be kept to the field boundary or secondly to be kept closer to the cable line, plan proved by consultee for reference. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request for the access road to be kept to the field boundary. Routing the access road along the northern boundary would result in a substantial deviation, resulting in more stone and greater land impacts. There's insufficient space to route the haul road on the southern boundary between the 4AF overhead line and the property boundary. Moving the access points and access roads further south would have greater impacts on vegetation along the highway boundary. In addition, this change would result in the construction of additional haul road, which would be in close proximity to drains leading to concerns around the safety, stability of the access and additional environmental impacts. The access would also introduce 90-degree turns in the access increasing the footprint of the construction haul road and therefore increased land impacts, as well as requiring heavy good vehicles to navigate tighter turns. For these reasons the change will not be incorporated into the Project's design.	
8.5.50	Request to relocate pylon 4AF70 (Section 3)			X		National Grid reviewed the request to relocate pylon 4AF69. 4AF69 is located as close to the field boundary as possible which comprises	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	in grassland paddock, locating the pylon 4AF69 to the eastern boundary of the arable field to reduce the impacts on the agricultural land and farmable areas. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.					a drain crossing at an oblique angle, therefore it was not possible to fully synchronize this pylon with 4ZQ46. Moving 4AF69 onto the eastern boundary would in unbalanced spans, resulting in the need to reposition other pylons across the section, taking them out of synchronization with existing 4ZQ pylons. This would also create a long span between 4AF70 and 4AF69, likely needing pylon height increases due to the crossing of Staddlethorpe Broad Lane. For these reasons the suggested change has not been taken forward.	
8.5.51	Request to relocate pylon 4AF70 (Section 3) in "preferred route" location and locate pylon 4AF69 on the field boundary to reduce the impacts on the agricultural land and farmable areas. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request to relocate 4AF69 closer to the field boundary. This pylon is already sited as close to the field boundary as possible without infringing the required stand-off from the ditch for construction of the pylon.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.5.52	Request for the construction road for pylon 4AF69 (Section 3) to be kept to the field boundary or secondly to be kept closer to the cable line, plan provided by respondent for reference. This request was made as an alternative if Ref. No. 8.5.34 cannot be accommodated. Requests relating to Ref. No. 8.5.34 are listed in order of preference.			X		National Grid reviewed the request for the construction access for 4AF69 to be kept to the field boundary. The pylon and foundations in this location are as close as possible to the ditch at the field boundary and as such it is not possible to route the construction access to the south as there is insufficient space. For these reasons the change will not be incorporated into the Project's design.	
8.5.53	Pylon 4AF80 and nearby pylons should be moved to the east, closer to the existing overhead line to allow the overhead lines to run in parallel.			X		National Grid has reviewed the request to move pylon 4AF80 to the east. A number of alternative alignments in this location have been investigated, and as a result of a line realignment that covers a greater distance and area, the proposed location of pylon 4AF76 has move southwest and pylon 4AF80 move approximately 10m east. Pylon 4AF77 remains unchanged, allowing pylons 4AF78 and 4AF79 to move marginally east onto the new alignment. These changes have been accepted on the basis that the impact to the Hall Garth Moated Site scheduled monument is no greater than the previously proposed alignment. The changes do not result in the request for the new overhead line to be routed in parallel with the existing overhead line in this location. The alignment deviates from a parallel alignment in this location to avoid the oversail of properties in Ousefleet. The request to run parallel will not be taken forward.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Ecology and Biodiversity							
8.5.54	Should works take place which affect the Humber Estuary's marine soundscape, mitigations for lamprey must be in place.	X				Work within the Humber Estuary has been avoided through embedded design. No works will take place in the channel or along the banks of the River Ouse. The temporary use of a safety boat to monitor the river will be required during installation of the proposed overhead line.	
8.5.55	Concern about impact on local wildlife sites (non-designated) - Alkborough Flats.	X				Effects on habitats and designated sites located within the relevant Project Study Areas are assessed in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Alkborough Flats will not be directly affected as the broad habitat area lies on the opposite side of the Rivers Trent and Ouse from the Project and is more than 3.2 km from the closest section of proposed overhead line. However as an important site for wetland birds that plays a supporting role to the function and integrity of the Humber Estuary Designations (Ramsar, SPA, SSSI), the potential indirect effects of the Project on the ongoing capacity of this area to support birds are considered in the ornithology assessments presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**, informed not only by the survey data but also by detailed bird count data of Alkborough Flats obtained as part of detailed desk study, which are presented in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline**.	
8.5.56	Concern about impact on ornithology/ birds – migratory birds. Concern about impact on designated sites.	X		X	X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ornithology and migration paths. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to take account of existing bird	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						activity and, where practicable, seeks to reduce impacts on areas of sensitivity, including notable and protected species and habitats and designated sites and the habitats that support the function of designated sites, through a combination of project design, avoidance and/or mitigation. Assessment of impacts on birds (including bird strike risk) and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data obtained through a detailed desk study and a comprehensive program of targeted surveys. The spatial and temporal scope of the bird surveys and desk study was agreed with Natural England, RSPB, and Local Authorities, to determine a robust baseline to inform assessment. Surveys began in 2022 and were completed in early 2026. Assessment has included movements of birds along the River Ouse corridor, to and from Blacktoft Sands RSPB and to and from adjacent terrestrial habitats, as well as monitoring the use of such terrestrial habitats by foraging SPA/SSSI birds. The assessments are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and are supported by the detailed baseline information presented in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline Report** and **Application Document 6.9.A5 Appendix 9.4 Confidential Ornithology Baseline Report**.National Grid has engaged with Natural England, the RSPB, and Local Authorities on matters relating to ornithology, including project design, appropriate mitigation measures and techniques. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						It is noted that the crossing of the River Ouse has been designed to be upstream of its confluence with the River Trent to minimise the width of the crossing on the Humber Estuary Special Area Conservation (SAC)/SPA/wetland site(s) also designated to be of international importance (Ramsar)/Site of Special Scientific Interest (SSSI). The proposed overhead line has also been routed to be broadly parallel with the existing overhead line (taking into account the other environmental, socio-economic and technical considerations) to minimise the potential for effects on the interest features of the Humber Estuary designated sites. The locations of the proposed crossing pylons have been sited outside of the designated sites.	
8.5.57	Concern about impact on protected species.	X		X	X	Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. A suite of ecological surveys has been undertaken to understand the existing conditions. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** assess the effects on protected and notable species and identifies any relevant mitigation. Mitigation and good practice measures are presented in **Application Document 7.2 Outline Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. National Grid will also apply for any relevant protected species licences from Natural England.	
8.5.58	Routing the line further towards Blacktoft Sands, away from properties,			X		National Grid has undertaken assessments of the impacts on birds (including bird strike risk, habitat loss and barriers to movement) and designated sites with qualifying ornithological features (of which Blacktoft Sands RSPB Reserve is one) with regard to both the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	would have a limited impact on the RSPB site.					construction and operational phases of the proposed development. This has been supported by robust baseline data obtained through a detailed desk study and a comprehensive program of targeted surveys carried out between 2022 and 2026. The spatial and temporal scope of the bird surveys and desk study was agreed with Natural England, RSPB, and Local Authorities, to determine a robust baseline to inform assessment. RSPB were consulted on a regular basis throughout the Project design phase to reach agreement not only on an appropriate baseline survey scope, but on the likely risks of the project to birds and designated sites, aspects of the Project design that could be critical to reducing impacts on the reserve and potential mitigation and compensation measures to be considered to eliminate or minimise any residual impacts. The assessments presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** include detailed consideration of the potential impact pathways and their resultant effects on Blacktoft Sands RSPB Reserve. This has included assessment of the patterns of bird occurrence within and between the Reserve itself and the terrestrial and marine habitats immediately adjacent to it. The baseline data demonstrates that placing the proposed overhead line closer to Blacktoft Sands would be objectively worse for the ornithological interests of the Reserve because it would reduce the spatial separation of the proposed overhead line from regularly used habitats (pools and wet grasslands) within the reserve that constitute key focal points to and from which birds commute, and within which birds forage, roost and breed. The proposed overhead line's position upstream (west) of the existing overhead line ensures that only the western tip of the Reserve is oversailed by the proposed overhead line, thereby avoiding the pools, reedbeds and wet grasslands that attract birds. Thus, an appropriate distance is maintained between the proposed overhead line and core areas of Blacktoft Sands and Trent Falls that	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						support the largest numbers of birds. Furthermore, the majority of bird flight activity occurs in the vicinity of these core areas of the Reserve and, on this basis, placing the proposed overhead line upstream (west) of the original line will minimise the risk of avian collisions with the proposed overhead line.	
8.5.59	Concern about impact on wildlife.				X	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'). **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** present the results of the assessment on important ecological features (including protected and notable wildlife (habitats and species)) and measures to avoid or reduce adverse impacts as far as practicable. Mitigation and good practice measures are presented in **Application Document 7.2 Outline Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.5.60	Concern about impact on trees/ hedgerows and woodland areas.			X	X	Amongst National Grid's duties is to have regard to the desirability of (amongst other things) conserving flora and fauna, and to do what it reasonably can to mitigate any effects. Trees and hedgerows will be retained and protected during the pre-commencement and construction phases of the Project as far as practicable, with existing gaps in hedgerows utilised where feasible. However, trees will be lost beneath the route of the new overhead line due to the need to maintain a suitable safety clearance distance either side of the new line by managing vegetation regeneration. An assessment of effects on habitats, including hedgerows, trees and woodland is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation is outlined in **Application Document 7.2**	`

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** In accordance with good practice measures, a full record of condition will be carried out (photographic and descriptive) of the site and surrounding areas that may be affected by the construction activities, such as trees, woodland, hedgerows, walls and fences. This record will be available for comparison following reinstatement after the works have been completed to demonstrate that the standard of reinstatement at least meets that recorded in the pre-condition survey or as agreed in the **Outline Landscape and Ecology Management Plan**.	
8.5.61	Suggestion to contribute to the biodiversity in the area by upgrading the Blacktoft RSPB reserve and flood defences.				**X**	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Details on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report.** National Grid's approach is to deliver the best outcomes for nature from consumer-funded BNG. In the absence of legal obligation, National Grid will: • Meet the policy requirements within National Policy Statement (NPS) EN-1 and EN-5; • Deliver its corporate commitments to deliver at least 10% BNG with potential for wider environmental and societal benefits; • Maximise the benefits and value from consumer-funded BNG; and • Follow the NSIPs: biodiversity gain statement for energy (Defra, 2026) guidance released prior to the date when BNG for	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Nationally Significant Infrastructure Project's (NSIPs) becomes mandatory. The delivery strategy will seek to maximise ecological outcomes and take account of long-term deliverability and security of outcomes, alignment with relevant Local Nature Recovery Strategies, and value for consumers. As the Project design and the BNG assessment develop through detailed design, the Blacktoft RSPB Reserve will be considered.	
8.5.62	Concern about impact on watercourses (specific concerns regarding aquatic ecology).	**X**				**Application Document 7.2 Outline Code of Construction Practice** (CoCP) describes the measures that would be used to reduce the risk of pollution to watercourses and also groundwater sources. These measures include setting works back away from watercourses where practicable, and buffer zones including sediment control measures to avoid surface water runoff. There will be no intentional discharge of site runoff to ditches, watercourses, drains or sewers without appropriate treatment and agreement of the appropriate authority. An assessment of potential effects on aquatic ecology has been carried out with the assessments presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**.	
8.5.63	Ecological surveys need to take place.	**X**				An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'). A suite of ecological surveys has been carried out to support the ES. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** presents the results of the assessment of effects on important ecological features (protected and notable habitats and species) and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						during the construction and operational phase of the Project on birds.	
8.5.64	Agreement about areas identified as most at risk, including Humber Estuary SPA/ Ramsar and Humber Estuary SSSI and RSPB Blacktoft Sands (Ouse crossing), which is an important migratory route highlighted not only by the numerous designations but also by the consideration of the East Atlantic Flyway migratory route as a UNESCO world heritage site.				X	The approach to assessing potential collision risk and areas of higher flight activity has been agreed with key stakeholders including Natural England and RSPB. In contrast to onshore wind farms, there is no robust numerical model to predict collision mortality on an empirical basis for static structures such as overhead lines. Consequently, the agreed method for assessment of collision risk is focused on a flight activity assessment that follows a qualitative approach setting out relative risk levels posed by different sections of the Project, based on the levels and distribution of flight activity of key species, their behaviour and flight heights and how these factors may interact with the Project. This is set out in **Application Document 6.9.A3 Environmental Statement Appendix 9.3 Flight Activity Assessment.** **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Section 9.9 of **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** outlines the embedded mitigation proposed to reduce the potential for impacts on migratory birds through collision with permanent structures. It is noted that the crossing of the River Ouse has been designed to be upstream of its confluence with the River Trent to minimise the width of the crossing on the Humber Estuary Special Area Conservation (SAC)/SPA/wetland site(s) also designated to be of international importance (Ramsar)/Site of Special Scientific Interest (SSSI). The proposed overhead line has also been routed to be broadly parallel with the existing overhead line (taking into account the other environmental, socio-economic and technical considerations) to minimise the potential for effects on the interest	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						features of the Humber Estuary designated sites. The locations of the proposed crossing pylons have been sited outside of the designated sites. The baseline data demonstrate that placing the proposed overhead line closer to Blacktoft Sands would be objectively worse for the ornithological interests of the Reserve because it would reduce the spatial separation of the proposed overhead line from regularly used habitats (pools and wet grasslands) within the reserve that constitute key focal points to and from which birds commute, and within which birds forage, roost and breed. The proposed overhead line's position upstream (west) of the existing overhead line ensures that only the western tip of the Reserve is oversailed by the proposed overhead line, thereby avoiding the pools, reedbeds and wet grasslands that attract birds. Thus, an appropriate distance is maintained between the proposed overhead line and core areas of Blacktoft Sands and Trent Falls that support the largest numbers of birds. Furthermore, the majority of bird flight activity occurs in the vicinity of these core areas of the Reserve and, on this basis, placing the proposed overhead line upstream (west) of the original line will minimise the risk of avian collisions with the proposed overhead.	
Economic							
8.5.65	The proposed route of the overhead line and the location of Pylon 4AF80 is resulting in a more expensive scheme. An alternative route to the east would have been shorter and cheaper.				X	Whilst cost is a factor in the design process, National Grid seek to develop the most appropriate design taking into account engineering, environmental factors and cost in accordance with our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of bill-paying consumers. Routing to the west of the existing 4ZQ transmission line in this area is favourable for ornithological reasons, allows for a shorter crossing of the River Ouse whilst avoiding locating pylons within designated sites and removes technical complexity due to the need for two crossings of the existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						4ZQ transmission line. A staged approach has been adopted to identify potential routeing and siting options for the Project. This considered the potential impacts on the environment, the local community, relevant planning policy, other existing and proposed developments as well as technical and engineering design information. The strategic proposal stage of the project involved a robust and transparent methodology used to compare different options for new infrastructure and to assess associated advantages and disadvantages across a range of criteria, including environmental, socio-economic, cost and technical factors.	
Landscape and Visual							
8.5.66	Concern about landscape impacts due to loss of woodland around 4AF73.			X		Through routeing and siting, National Grid has sought to reduce, as far as practicable, potential impacts on vegetation. It is acknowledged that in order for the new overhead line to run parallel with the existing overhead line in Route Section 4, there would be a requirement for removal of trees between 4AF72 and 4AF73 to maintain safety clearance to conductors during operation as shown on **Application Document 2.15 Trees and Important Hedgerows to be Removed or Managed Plans**. In order to mitigate this loss, new woodland planting is proposed to the east for which more details can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.5.67	Concern about impact on landscape and countryside, especially given the already-existing pylons in the area.				X	Through routeing and siting, National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Route Section 4 comprises the corridor of the River Ouse with an area of farmland to either side of the river. The river is a unifying factor in this relatively simple expansive landscape. The ES reports significant construction and operational effects on the river corridor in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character of views. However, these effects are localised. The proposed overhead line would increase the influence of the nearby existing 4ZQ overhead line, making pylons a more prominent element in the landscape and resulting in a further loss of scenic quality. This impact would be particularly notable because two taller pylons are required to facilitate the crossing of the navigable river and maintain safe clearance distances - one on either side of the River Ouse. These new pylons are circa 128 m high and would exacerbate the landscape and visual effects associated with the existing 110 m high pylons at the river crossing.	
8.5.68	Concern about impact on local landscape and views, including views from properties such as Blacktoft House.			X	X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. Individual properties within 400 m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In the section between Broomfleet and Yokefleet/Blacktoft, which passes 650 m to the south of Blacktoft House, the proposed overhead line runs parallel with the existing 4ZQ overhead line meaning the scale of effect on the landscape is less pronounced than if the new infrastructure were introduced independently. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape and views are not fundamentally altered.	
8.5.69	Impacts should be mitigated/ Mitigation should be a priority/ screening should be used/natural screening should be used/routeing should minimise and mitigate impacts.	X			X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. Within this landscape, which is open with minimal existing natural screening from vegetation, the main mitigation measure has been to parallel the existing 4ZQ overhead line. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape and views is not fundamentally altered. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In Route Section 4, mitigation planting has been included between Whitgift and Ousefleet to filter views towards the Ouse crossing, although it is acknowledged that due to the height of the pylons associated with the Ouse crossing, that opportunities to fully screen are limited and localised significant effects are reported in the ES. For further information on mitigation planting please see **Application Document 7.8 Landscape and Ecology Management Plan.**	
8.5.70	Concern about the impact of views from specified land and property from position of pylon 4AF79 and 4AF80.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. Individual properties within 400 m have been considered in the Residential Visual Amenity Assessment presented in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment.** Specified property (R_2150) is located in close proximity to the proposed overhead line, the Limit of Deviation (LoD) on the property boundary and.48 m from the property itself and it is acknowledged that there would be a significant effect on views from the property.	
Noise and Vibration							
8.5.71	Concern about the noise pollution at specified property from corona noise, a hum and crackling when raining, and also aeolian			X	X	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the Infrastructure EIA Regulations'). **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** presents the results of the assessments and recommends measures to avoid or reduce impacts on receptors secured within **Application Document 7.3 Register of Environmental Actions**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	vibrations/ noise during strong winds.					**and Commitments**. No residual significant adverse effects from noise and vibration are anticipated. Measures of relevance to operational noise in Route Section 4 include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system called 'triple Araucaria', (or alternative technology that performs to the same or better standard in relation to noise on standard lattice pylons) for the majority of the route. Due to its geometrical configuration, the triple Araucaria design is the least electrically stressed conductor system that National Grid uses. It is the best design for reducing the effects of line crackle (corona discharge). The 'triple Araucaria' conductor system is low noise, and adverse effects (and therefore also significant adverse effects) from operational noise are not expected, even directly underneath the line under wet conditions. The exception to this in Route Section 4 is the crossing of the River Ouse where flexibility in conductor type is required. An assessment of operational noise effects from the likely worst-case conductor type ('twin Warwick') has been conducted as part of the ES, concluding that significant adverse effects are not expected at nearby receptors. This includes consideration of movement within the LoD. Further information regarding operational noise from the proposed overhead line is presented in **Application Document 6.16.A5 Environmental Statement Appendix 16.5 Operational Overhead Line Noise Assessment**, for information. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur (including aeolian noise) from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	
Planning							
8.5.72	Concern about being overwhelmed by multiple infrastructure projects, notably windfarms.				X	Existing and planned developments in the area have been taken into account when developing the Project, and National Grid is aware of a number of energy-related developments proposed and existing in the area. With regard to multiple developments impacting specific areas and/or receptors, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability and need. Where there is certainty of a development and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impacts assessment presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. This assessment is a four-stage process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s), taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. The list is refined based on a range of factors such as likelihood of interactions between the projects, the level of information available and the degree of certainty of that development occurring (Stage 2 and 3). After refining, a cumulative impact assessment is undertaken (Stage 4) for the Project and shortlisted developments. Identified effects and subsequent mitigation measures (if necessary) are presented within the Environmental Statement. in the area. National Grid has engaged with other developers who are proposing development in proximity of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Project to understand their requirements, with the aim of minimising the impact of the number of infrastructure projects. Where interrelationships occur this is reported within **Application Document 5.11 Interrelationship Document.**	
Socio-economic							
8.5.73	Concern about the commercial implications of woodland loss, including timber production, due to permanent land take.			**X**		National Grid has sought to limit the Project's impact on woodland where possible through sensitive routeing and siting to avoid impacts to local commercial activity. This includes taking into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. In respect of any tree removal that may be required, landowners would be fairly and reasonably compensated for any loss suffered, and for confirmation, any tree or timber removed remains the ownership of the landowner where the removal was conducted.	
8.5.74	Concern about impact on property values in Whitgift.				**X**	While National Grid understand that new infrastructure proposals near your home can cause concerns about property values, however studies show that properties adjacent to proposed infrastructure tend to recover quickly in terms of market value. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application and although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).	
8.5.75	Concern about impact on quality of life for residents/ families/ children.			**X**	**X**	National Grid acknowledges concerns regarding the potential of the project on the quality of life of local residents, families and children. These matters have been considered with the within the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment)	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Regulations 2017 ('the Infrastructure EIA Regulations'). The ES contains an assessment of the potential direct and indirect effects of the Project on communities, including through changes to the local environment, construction activity, access and recreation, employment and wider determinants of health presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**, **Application Document 6.18 Environmental Statement Chapter 18 Human Health** with other factors which can impact local communities' quality of life are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual**, and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessments identify where effects are likely to be significant and considers appropriate measures to avoid, reduce or manage these effects. Regarding effects to quality of life during construction of the Project mitigation is presented within **Application Document 7.2 Outline Code of Construction Practice** sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities secured through Requirements in **Application Document 3.1 Draft Development Consent Order.** No residual significant effects are anticipated.	
8.5.76	Concern about impact on recreational activity taking place on Alkborough Flats.	**X**				Alkborough Flats are located approximately 1.6 km from the Order Limits, falling outside the 500 m Study Area for private, community, recreation and tourism assets within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism.** Given the distance from the Project, and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						lying on the opposite side of the River Trent, no impact on users of Alkborough Flats is anticipated.	
8.5.77	Concern about impact on tourism to the area.				X	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to businesses. To reduce potential impacts, National Grid has identified visitor attractions and businesses that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Where impacts on businesses, recreation and tourism have been identified these have been presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the assessments are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** with no significant effect on tourism facilities anticipated.	
8.5.78	Suggestions for community benefit fund use including investments in local infrastructure, community funds, or environmental enhancement initiatives in Alkborough and Walcot Parish. Community benefit funding should be used to benefit impacted local communities.				X	National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. Nation Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						closely with local communities to identify where community benefits funds could be spent.	
8.5.79	Concern about impact on property value from overhead lines oversailing property.				X	In Route Section 4 the alignment has been routed so as to avoid oversail of any property. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works, irrespective of whether voluntary agreements or statutory powers were used. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice. Should the project receive development consent and compulsory acquisition powers be confirmed, landowners who believe they may meet the statutory criteria for a blight claim would be able to consider the process at that time. National Grid will continue to engage with landowners as design and assessments progress.	
8.5.80	Concern about impact on local villages/ rural villages/ small villages.				X	National Grid recognises the importance of protecting the character, well-being and cohesion of local and rural villages. Potential impacts on communities including visual effects, construction disturbance, traffic noise, and effects on local amenity have been carefully considered as part of the Environmental Impact Assessment prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017 ('the Infrastructure EIA Regulations'). Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project. The Project proposes a temporary construction haul road throughout this Route Section to limit construction traffic impacts through villages. **Application Document 6.17 Environmental Statement Chapter**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						17 Socio-economics, Recreation and Tourism identifies and assesses the likely significant effects on local communities. Other factors which can impact local communities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.** During Construction impacts will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans including controls on working hours, construction traffic management and measures to minimise noise and dust. National Grid is committed to ongoing engagement with local communities, providing clear information and advanced notice of construction activities and responding to concerns as the project progresses. With the proposed mitigation measures in place, impacts on local villages and communities will be minimised and managed appropriately in accordance with national policy and best practice. additional measures	
8.5.81	Support for the preferred alignment as it affects fewer residents/ homes/ families.				X	National Grid notes this feedback.	
Walkers, cyclists and horse riders							
8.5.82	Impact on PRoW in Whitgift and Ousefleet during construction (visual/ noise/ closure).			X	X	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoWs may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment** (TA). The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section. Specifically, Public Footpath TWINF05 been considered as part of the management plan with the footpath being temporarily closed with some additional managed access measures applied during construction. The wider potential construction impacts of the Project on the PRoW network are discussed in the Environmental Statement in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**; and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** presents the results of the assessments and recommends measures to avoid or reduce impacts on receptors. No residual significant adverse effects from noise and vibration are anticipated.	
Water, Flood Risk and Drainage							
8.5.83	Concern about the potential to alter hydrology of the River Ouse (flow regime, hydromorphology and water quality).	**X**				The Project alignment is proposed to oversail the River Ouse and no in channel works or works within the immediate vicinity of the river corridor are proposed. As assessed within the Environmental Statement, in Section 11.10 of **Application Document 6.11 Environmental Statement Chapter 11 Water Environment**, with the good practice measures in place to manage construction work site runoff and control pollution risks, there would be no significant effects on the flow regime, hydromorphology or water quality of the River Ouse during construction of the Project, nor during its operational lifetime.	
8.5.84	Concern about the structural integrity of riverbanks where construction activity is			**X**		Where construction works are proposed in proximity to watercourses and their banks, the Project is commitment to maintain a buffer where practicable, as detailed within **Application Document 7.3 Register of Environmental Actions and Commitments**. This will	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	proposed, in light of previous flooding events.					reduce the risks of detriment to the structural integrity of riverbanks. Where works are required within riparian zones, commitment is made to carrying out the works in accordance with methods approved under environmental permits issued under the Environmental Permitting Regulations or the protective provisions of the Development Consent Order for the benefit of the Environment Agency and the Lead Local Flood Authorities / Internal Drainage Boards and where works are required local to flood defences the Contractor would carry out works in accordance with the conditions of the associated Environmental Permit and agree any necessary monitoring requirements with the relevant flood risk management authority.	
8.5.85	Concern about the potential for chemicals and substances to be discharged into the River Ouse during construction.	**X**				The Project alignment is proposed to oversail the River Ouse and no in channel works or works within the immediate vicinity of the river corridor are proposed. As assessed within the Environmental Statement, **Application Document 6.11 Environmental Statement Chapter 11 Water Environment**, with the good practice measures in place to manage construction work site runoff and control pollution risks, there would be no significant effects on the water quality of the river during construction. These measures are described in **Application Document 7.2 Outline Code of Construction Practice**.	
8.5.86	National Grid should engage with the Marine Management Organisation with regard to flooding/impact to water environment/ drainage.	**X**				No works are proposed within the marine or inter-tidal environment; the Project alignment is proposed to oversail the River Ouse and no in channel works or works within the immediate vicinity of the river corridor are proposed. National Grid has therefore engaged with the Environment Agency, Lead Local Flood Authority and relevant Internal Drainage Boards with regard to flood risk, land drainage and impacts on the water environment.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.5.87	Concern about impact on field drainage systems in Ousefleet from the construction of the overhead line.			X		As secured by commitments within **Application Document 7.3 Register of Environmental Actions and Commitments**, severance of existing land drainage routes, including agricultural field drainage systems would be managed during construction through provision of temporary alternative drainage routes. Any affected drainage systems would be reinstated or replaced to ensure their existing function is maintained. During the design stage of the Project a specialised drainage contractor(s) will provide advice, and the relevant Lead Local Flood Authority or Internal Drainage Board, in addition to affected landowners, will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers. The assessments presented in the Environmental Statement in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** rely on the mitigation of any effects on field drainage systems, which is secured by these commitments.	
8.5.88	Request to upgrade flood defences along River Ouse to support biodiversity.				X	Assessments have confirmed that the existing flood defence infrastructure remains appropriate for the level of risk in this area, and no modifications to existing flood defence will occur as a result of the Project. At present, there is no evidence to suggest that an upgrade is required arising from this Project to support biodiversity. The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the approach to voluntary BNG is provided in **Application Document 7.1 Biodiversity Net Gain Report**.	

Route Section 5: River Ouse crossing–Luddington

Table 8.6 – Summary of consultee feedback and National Grid's response for Section 5: River Ouse crossing–Luddington

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.6.1	Concern about construction activity (drilling, vibration, traffic movement) causing damage to drainage infrastructure.			X		National Grid Recognises the importance of protecting existing drainage infrastructure, including field drains, dishes and wider land drainage systems. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from construction activities on existing drainage infrastructure in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** and includes an assessment of the potential impact of the Project on drainage systems, works in close proximity to water courses and within the floodplain. Construction activities will be planned and carried out to avoid damage to drainage infrastructure wherever practicable. Pre construction surveys will be undertaken to identify existing drainage features and construction methods will be adapted to protect them. What temporary disturbance is unavoidable drainage will be reinstated or repaired to an agreed standard. Measures to manage surface water and prevent sediment or pollution entering water courses will be implemented in accordance with **Application Document 7.2 Outline Code of Construction Practice**. National Grid will work closely with land owners, Internal Drainage Boards where relevant and the local authority to agree appropriate protection, monitoring and reinstatement measures ensuring that	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						drainage systems continue to function effectively during and after construction.	
8.6.2	Opposed to proposed compounds near Fockerby, Garthorpe and Adlingfleet and associated development.			X		National Grid recognises concerns regarding the location and use of construction compounds. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project, including the construction and use of temporary compounds, and recommends appropriate mitigation to reduce effects. Compounds are required to enable the safe efficient and control construction of the Project providing space for plant common materials common welfare facilities and site management. The settlements of Fockerby, Garthorpe and Adlingfleet lie outside of the Order Limits with no temporary construction compounds proposed within 1.5 km. The number, size and location of compounds have been selected to minimise land take, environmental effects and disturbance to local communities and to reduce the need for construction traffic on public roads. Where practicable compounds have been located less sensitive land away from residential properties. Compound locations and layouts have taken into account landowner engagement, environmental constraints and opportunities to reduce impacts. All compounds will be temporary used only for the duration of construction and will be fully removed and land reinstated following completion of works in accordance with the Code of Construction Practice.	
8.6.3	Concern about impacts of construction traffic.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA),	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads (AL), Heavy Goods Vehicle (HGV) movements, Light Goods Vehicle (LGV) movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess Primary Access Routes (PARs) for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHA) through regular meetings and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing.	
8.6.4	Concern about construction impacts on local businesses.				X	Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified **within Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 3.1 Draft Development Consent Order**. The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Design							
8.6.5	Support for the preferred alignment of the overhead line as it is appropriately screened.				X	National Grid welcomes this feedback.	
8.6.6	New overhead line and pylons should be grouped in close proximity to the existing ones that run south along the River Trent to Keadby power station and then south from Keadby.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line that runs south along the River Trent, as requested in this response, to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead line, rather than spreading impacts to areas not currently affected. However, it is not possible for the Project to remain in close parallel to Keadby power station and then south from Keadby due to the need to route around the existing Keadby windfarm before rejoining a parallel alignment with the two existing overhead lines at a point south of Beltoft. Options for the route to follow the two existing close parallel overhead lines to the north and south of Keadby Power Station were explored and presented within **Application Document 7.18 Corridor preliminary Routeing Siting Study** (CPRSS) during statutory consultation. The existing overhead lines constrain routeing from an environmental and technical perspective. It is likely that the existing overhead lines to the north of Keadby Power Station would need to be crossed with a new overhead line and then crossed back again south of Keadby Power Station, introducing several line swap-overs, adding technical complexity and the potential to introduce a wirescape into this area,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						contributing to visual confusion avoided by routeing to the west of the Keadby Windfarm. Further details on routeing decisions presented at statutory consultation are within **Application Document 7.20 2025 Design Development Report.**	
8.6.7	The overhead line should be located to the east of the existing overhead line.			X		As part of the statutory consultation **Application Document 7.20 Design Development Report 2025** (DDR) was published to explain the routeing choices which have been taken. The DDR explains that south of Ousefleet two alternative paths within the graduated swathe were presented for the proposed new overhead line during our non-statutory consultation. Both paths were parallel to the existing 4ZQ overhead line: one to the east and one to the west of the existing overhead line, with the eastern path ending in the area west of the village of Garthorpe (thereby avoiding the need to route beneath a second existing overhead line that connects with the 4ZQ overhead line south of Garthorpe). Some feedback from non-statutory consultation supported proposals to keep the new overhead line in close parallel with the existing overhead line in this location to keep transmission infrastructure closer together where possible. This part of the route has relatively few environmental sites and features that would influence or constrain the routeing of the proposed new overhead line. Having undertaken more detailed assessments, surveys and given careful consideration to consultation feedback, the preferred new overhead line route follows the western path in the area south of Ousefleet. Therefore, from proposed pylon 4AF84, the alignment runs in a southeast direction in close parallel with the existing 4ZQ overhead line for approximately 5.3 km to the B1392 Meredyke Road at the end of Route Section 5. The location of proposed pylon 4AF84 is approximately 1.5 km south of Ousefleet. Whilst it would be possible to move to a close parallel alignment closer to the village of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Ousefleet, increasing the length of closely parallel alignment by a maximum of around 1 km, such an alignment would introduce an additional tension pylon and result in a greater adverse effect upon views south from the village. Both the eastern and western paths presented south of Ousefleet offered opportunities to develop a close parallel alignment, with the positions of the new and existing pylons closely synchronised to reduce adverse effects upon views by presenting a more coherent design solution. In this respect views from the villages of Garthorpe and Adlingfleet to the east of the existing line are most notable. Adlingfleet is also a designated Conservation Area and contains a Scheduled Monument and a number of listed buildings, including the Grade I Listed Church of All Saints. If adopting a route within the eastern path south of Ousefleet, then two-line swap-overs would be needed to connect to a western path across the River Ouse. This would add substantial technical complexity, increase the amount of construction activity and introduce at least five tension pylons. For these reasons the requested change to locate the overhead line to the east of the existing overhead line has not been incorporated into the Project's design.	
8.6.8	Overhead lines are too close to communities and small roads with schools.			X	X	National Grid recognises the importance of protecting communities, particularly children and vulnerable road users. The routeing and siting of the overhead line has been developed to maximise separation from residential areas, schools and frequently used local roads where reasonably practicable, while balancing environmental, technical and land use constraints. All of the Project's overhead line infrastructure will be designed and constructed in accordance with National safety standards, including statutory clearance requirements over roads and public areas.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Potential impacts on communities and road users including safety, visual effects, and disturbance have been assessed as part of the Environmental Impact Assessment which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered, with appropriate mitigation to reduce effects secured within the Application. **Application Document 6.17 Environmental Statement Chapter 17 Socio-Economics, Recreation and Tourism** assesses the impact of the Project on community facilities within a 500m Study Area of the Order Limits. Within Route Section 5 no schools are identified within the Study Area. During construction, traffic and access near schools and residential areas will be carefully managed through **Application Document 7.4 Outline Construction Traffic Management Plan**	
8.6.9	Further information is needed about the proposed addition of vegetation planting alongside 'The Old Railway'.			X		The level of detail presented during the statutory consultation in 2025, was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report and the supporting design and construction drawings (available on the Project document library and in hard copy at statutory consultation). This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. Mitigation planting is presented within **Application Document 7.8 Outline Landscape and Ecology**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Management Plan. The detailed environmental baseline has been used to identify appropriate mitigation measures where required with proposed planting alongside 'The Old Railway', whilst not specifically identified to mitigate landscape effects, will provide some landscape benefit in this area.	
8.6.10	Request to move pylon 4AF93 in a north-northwest direction to the northern boundary of 'East field' to reduce disruption to farming operations.			X		National Grid has reviewed the request to move pylon 4AF93 in a north-northwest position to reduce potential disruption to farming practices. However, this change would result in uneven spans between pylons and a movement out of synchronisation with the existing overhead line. This is not a preferred approach for technical, safety, environmental and operational reasons. Moving out of synchronisation with the existing overhead line would also result in an increasing cumulative visual and landscape impacts. For these reasons the request has not been incorporated into the Project's design.	
8.6.11	Request for woodland corridor/planting alongside pylons in Route Section 5 from Adlingfleet. Proposed planting runs along the ride side of the overhead line and continues past Luddington. Request for additional planting in Fockerby/ Garthorpe, south of Luddington Road/ Margrace Lane to reduce				X	National Grid notes the respondents' request for woodland planting alongside pylons from Aldlingfleet to Luddington, Fockerby/ Garthorpe, south of Luddington Road/ Margrace Lane. Landscape planting can be an effective form of mitigation in some locations however it is not always appropriate or beneficial and must be considered on a site specific basis. In open rural landscapes, large scale planting may be out of character and could introduce new visual elements that are more intrusive than the development itself. In such cases, planting can draw attention to the infrastructure, rather than being successfully integrated into the landscape. Consideration has been given to the request, however the extent of planting is not in line with the existing landscape character of the area and cannot be justified as essential mitigation arising from the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	visual impacts in the locality.					assessments within the Environmental Statement. The request has therefore not been taken forward into the Project's design.	
8.6.12	Request that pylon 4AF98 is moved to the boundary and be positioned parallel to the existing line at pylon 4ZQ17.			X		National Grid has considered and accepted the request to position pylon 4AF98 at the field boundary, parallel to existing Pylon 4ZQ17. The request requires minor changes to the Project's design which have no significant impact on environment considerations or constructability. The request has been incorporated into the Project's design.	X
Ecology and Biodiversity							
8.6.13	Concern pylon 4AF85 will impact the bird sanctuary.				X	National Grid has reviewed the location of pylon 4AF85. This sits in an open part of an arable field, adjacent to an existing pylon, and is not within any designated site or habitat enhancement or creation area that National Grid are aware of.	
8.6.14	Concern about impact on ornithology/ birds.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. The Environmental Statement (ES) considers effects of the Project on wildlife, animals and protected species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust baseline to inform assessment. Surveys began in 2023 and continued into 2026. Environmental appraisal has been an integral part of the Project design, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project, these have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. The key strategies to minimise the effects on birds that might result from routeing of the overhead line across the Humberhead Levels include: • Close parallel of the proposed line with the existing overhead line as much as possible; • Synchronising the pylon locations and the cable span profiles with the existing Iverhead line as much as possible given the various constraints in the area: – Timing/programming of construction works where possible at locations that have been shown to support significant numbers of qualifying species of the Humber Estuary Ramsar, SPA and SSSI; – Timing of vegetation clearance to avoid or minimise impacts on nesting birds; – Employing one or more Ecological Clerk of Works (ECoW) to identify site-specific concerns and manage risks to birds on a day-to-day basis;	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						– Selection of least disturbing and fastest construction methods where options are available, such as the method of piling used to install pylon foundations; – The use of bird diverters at selected locations where baseline data and impact assessment suggest these could reduce unacceptable residual effects to levels that are not significant; and – The provision of alternative, optimised foraging habitat as a resource for Humber Estuary Ramsar, SPA and SSSI qualifying species that may be displaced or disturbed during construction and/or operational phases of the Project, the requirement and extent of which will be determined from the baseline data. Close parallel of the overhead line with existing ones is an established strategy that can be employed to minimise impacts of such developments where existing lines are present, as set out in NatureScot guidance (NatureScot, 2025), which states "grouping linear obstacles (e.g. other power lines, treelines, roads) may also lower overall impacts. The proposed design is the end result of ongoing design changes that took into account the baseline conditions with respect to existing infrastructure and use of the landscape by birds; and the relative temporal and spatial scale of the construction and operational impacts of different design options (taking into account all other environmental, socio-economic and technical considerations) to minimise the potential for effect on birds and the Humber Estuary designated sites that could occur during the construction and operational phases of the proposed development.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.6.15	Bird divertors should be incorporated across all water courses as standard, with exclusions justified on a case-by-case basis.				X	National Grid is adopting a data led approach to decision-making regarding the use of bird diverters. Bird diverters are being considered at locations where there may be a significant residual risk of bird strike with the proposed overhead line that cannot be mitigated or avoided through design or other measures. The use of bird diverters at all water crossings would not necessarily be an effective mitigation measure given that the landscape through which the Project passes is crossed by numerous small drainage ditches and other similar minor channels that would not support, in any significant numbers, bird species that are vulnerable to collisions with power lines.	
8.6.16	Opportunities for on-site BNG and enhancement of LWS sites throughout the development area should be prioritised over off-site compensation.				X	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of designated sites. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 7.20 2025 - Design Development Report, and **Application Document 7.1 Biodiversity Net Gain Report.**	
8.6.17	Suggestion to enhance the land around pylon 4AF84 to support Biodiversity Net Gain target.				X	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Details on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report.** National Grid's approach is to deliver the best outcomes for nature from consumer-funded BNG. In the absence of legal obligation, National Grid will: • Meet the policy requirements within National Policy Statement (NPS) EN-1 and EN-5; • Deliver its corporate commitments to deliver at least 10% BNG with potential for wider environmental and societal benefits; • Maximise the benefits and value from consumer-funded BNG; and • Follow the NSIPs: biodiversity gain statement for energy (Defra, 2026) guidance released prior to the date when BNG for Nationally Significant Infrastructure Project's (NSIPs) becomes mandatory. For NSIPs the required biodiversity gain can be delivered wholly onsite (within the Order Limits), wholly offsite (outside of the Order Limits), or through a combination of onsite and offsite habitat creation and enhancement. The government has confirmed that, due to the scale and nature of NSIPs, both onsite and offsite delivery are equally valid at the outset, with strategic offsite gains often providing better ecological outcomes.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The balance between onsite and offsite delivery will be developed as the Project design and the BNG assessment develop through detailed design. The delivery strategy will seek to maximise ecological outcomes and take account of long-term deliverability and security of outcomes, alignment with relevant Local Nature Recovery Strategies, and value for consumers. National Grid is exploring opportunities to deliver BNG through habitat creation and enhancement within the Order Limits on land under its ownership or control where habitats will not affect the operational requirements. Options for onsite delivery will be explored through the next Project stages.	
Health, Safety and Security							
8.6.18	Concern about impact on the mental health of the Garthorpe community.				X	National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health including those who live in the Garthorpe community. Throughout the development phase of the project National Grid has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the project has progressed, National Grid has sought to provide certainty on the plans wherever possible. All consultations have included easily accessible information on the plans at that stage, along with opportunities to engage directly with the Project team (such as via webinars, and public exhibitions). Where appropriate, National Grid has tailored this approach to suit the needs of individuals, such as by offering home visits or individual meetings. Despite this, National Grid acknowledge that it cannot respond positively to every request to change the proposals	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						that they receive, and that some will disagree with the decisions made. However, National Grid will always be happy to engage with those interested to discuss the plans and explain the rationale behind decisions. As part of the development of the overhead line route, National Grid have undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. As set out in **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**, health is defined as encompassing both physical and mental wellbeing. Consequently, potential effects on mental health have been considered thoroughly including the 'community identity, culture, resilience, and influence' determinant which considers how the Project could impact a sense of belonging and control. No significant effects have been assessed within Garthorpe which would result in significant adverse physical or mental health effects at a population level.	
8.6.19	Concern that the Project is too close to rural roads and roads.			**X**		National Grid recognises the importance of rural roads for local access, recreation and community use. The routeing and sighting of the Project has been developed to maintain appropriate separation from rural roads wherever practicable while balancing technical requirements, land availability and environmental constraints. All infrastructure will be designed and constructed in accordance with statutory safety clearances and national design standards, ensuring that road users are protected at all times. Potential impacts on road safety, visual amenity and the rural character of the area have been assessed as part of the Environmental Impact Assessment. An	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects presented in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. During construction traffic and works near rural roads will be carefully managed through **Application Document 7.3 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 7.2 Outline Code of Construction Practice.** Measures will include the use of the temporary construction haul road, of approved access routes, speed restrictions, temporary traffic management where required and the protection of pedestrians, cyclists an equestrian safety. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid have committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Landscape and Visual							
8.6.20	Impacts should be mitigated between Adlingfleet and Garthorpe.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. Between Adlingfleet and Garthorpe the landscape is open with minimal existing natural screening from vegetation. The main mitigation measure has been to parallel the existing 4ZQ overhead line. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape and views is not fundamentally altered. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.** Between Adlingfleet and Garthorpe there is no additional mitigation proposed, the proposed overhead line being parallel and pylons synchronised to reduce the effects on landscape and visual receptors being the embedded mitigation within the Project's design.	
8.6.21	Concern about impacts on rural landscape/				X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	urbanisation of rural landscape. Concern about impact on local landscape and views.					Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Route Section 5 extends from the River Ouse crossing to Luddington, passing to the west of Garthorpe. In this Route Section, the proposed overhead line would follow a close parallel alignment to the existing 4ZQ overhead line, which crosses the River Ouse to the east. By following a close parallel alignment to the existing overhead line, the scale of effect on the landscape is expected to be less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the proposed overhead line would integrate into the existing landscape rather than introducing a completely new and separate feature. While there may be some views of the construction activities and the proposed overhead line, in most instances, the combination of being parallel with the existing overhead line, distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.	
8.6.22	Concern about the visual and landscape impacts of additional energy developments on Luddington.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities, including Luddington, of the Project, keeping it at a distance from settlements and individual properties where practicable. Within this landscape at Luddington, which is open with minimal existing natural screening from vegetation, the main mitigation measure has been to parallel the existing overhead line. While there would be views of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects on Luddington and helps ensure that the composition and character of the landscape and views is not fundamentally altered. It is acknowledged that to the south of Luddington, the proposed overhead line moves away from the existing overhead line to avoid Keadby Wind Farm. However, the principles of limiting the spread of infrastructure in this area remains the desired approach with views to the south of the village framed by the existing Keadby Wind Farm and multiple existing overhead lines. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The community of Luddington is considered within **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. An assessment of cumulative landscape and visual effects with future developments and any subsequent mitigation measures (if necessary) is presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. This includes consideration of Keadby 3 Carbon Capture Power Station where a cumulative effect is reported although not considered to be significant for the community of Luddington.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Noise and Vibration							
8.6.23	Concerns over the negative impact of operational noise and vibration in Luddington.				X	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment forms part of the Environmental Statement (ES) prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations') presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. No noise sensitive receptors were screened in along Route Section 5, with the assessments concluding that no significant effects from operational noise or vibration are expected within this Route Section. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	
Planning							
8.6.24	Concern that the area is overwhelmed by multiple infrastructure projects, including Keadby power station.				X	Existing and planned developments in the area have been taken into account when developing the Project, and National Grid is aware of a number of energy-related developments proposed and existing in the area, including Keadby Power Station. With regard to multiple developments impacting specific areas and/or receptors, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability and need. Where there is certainty of a development and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impacts assessment presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects.** This assessment is a four-stage process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s), taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The list is refined based on a range of factors such as likelihood of interactions between the projects, the level of information available and the degree of certainty of that development occurring (Stage 2 and 3). After refining, a cumulative impact assessment is undertaken (Stage 4) for the Project and shortlisted developments. Identified effects and subsequent mitigation measures (if necessary) are presented within the Environmental Statement. in the area. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with the aim of minimising the impact of the number of infrastructure projects. Where interrelationships occur, including with Keadby Power Station, this is reported within **Application Document 5.11 Interrelationship Document.**	
Socio-economic							
8.6.25	Concern about impact on local communities, including Garthorpe, who do not benefit from the Project.				**X**	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of a number of network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewables targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. Benefit to communities hosting new transmission infrastructure, essential to boosting home grown, cleaner and more affordable power for the country is provided through the community benefits fund and National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge.	
8.6.26	Concern about impact on local villages/ rural villages.				X	National Grid recognises the importance of protecting the character, well-being and cohesion of local and rural villages. Potential impacts on communities including visual effects, construction disturbance, traffic noise, and effects on local amenity have been carefully considered as part of the Environmental Impact Assessment prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017 ('the EIA Regulations'). Through sensitive	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project on local and rural villages with priorities, from a socio-economic perspective, to avoid towns, villages and businesses. Within this Route Section the alignment avoids the villages of Adlingfleet, Garthorpe and Luddington with the design maximising separation distances and aligning with existing infrastructure to limit impacts. The Project also proposed a temporary construction haul road throughout this Route Section to limit construction traffic impacts through villages. **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** identifies and assesses the likely significant effects on local communities. Other factors which can impact local communities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.** During Construction impacts will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans including controls on working hours, construction traffic management and measures to minimise noise and dust. National Grid is committed to ongoing engagement with local communities, providing clear information and advanced notice of construction activities and responding to concerns as the project progresses. With the proposed mitigation measures in place, impacts on local villages and communities will be minimised and managed appropriately in accordance with national policy and best practice. Such measures are secured by	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Requirements in **Application Document 3.1 Draft Development Consent Order.**	
8.6.27	Concern about impact on local businesses during construction.				X	Our priorities, from a socio-economic perspective, are to where possible avoid towns, villages and businesses, where there are likely to be people who live and work in the area. To reduce potential impacts, National Grid have identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. Within this Route Section one farming business is within the 500m Study Area (500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits). This information is presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-Economics, Recreation and Tourism,** prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Given the nature of the business and the mitigation proposed by the Project it is considered that impacts can be effectively managed and minimised throughout the construction period. Mitigation is defined within **Application Document 7.2 Code of Construction Practice** and the associated management plans secured by Requirements in **Application Document 3.1 Draft Development Consent Order.**	
Traffic and Transport							
8.6.28	Concern the Project will require use of small, rural roads where schools are located.			X		National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases. The Environmental Statement considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. As part of this assessment, National Grid have worked closely with the relevant highway authority to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network proposed for construction traffic movements and highlights any restrictions to such movement and, if required, controls working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project are reduced as far as practicable. Where construction sites and the temporary haul road is are required, these have been designed and will be operated and reinstated in to reduce impacts to local road users. Embedded measures are those that are intrinsic to and built into the design of the Project. These measures are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance include strategically located and optimised temporary haul road along the Project alignment to support construction of the Project, reducing the effects of construction traffic movements on the local public highway network during construction. National Grid acknowledges community concerns regarding the use of smaller rural roads in proximity to schools. As part of the Traffic and Transport assessment, the location of sensitive receptors, such as schools and community facilities, has been identified and considered in route selection. Where roads serving schools are unavoidable, measures such as vehicle timing restrictions outside	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						school drop-off and pick-up periods, reduced speed limits, enhanced signage, and driver awareness training will be implemented. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid have committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
8.6.29	Concern about impact of construction traffic on local road infrastructure, specifically Carr Lane near Luddington.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads (AL), Heavy Goods Vehicle (HGV) movements, Light Goods Vehicle (LGV) movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess Primary Access Routes for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. Carr Lane is designated as a PAR, and assessments within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** conclude that, prior to the application of any aforementioned mitigation measures, there will be a negligible effect on Carr Lane which is not significant.	
Water, Flood Risk and Drainage							
8.6.30	Concern about drainage/ impacts on land drains on land in Garthorpe from construction.			**X**		As secured by commitments within **Application Document 7.3**, **Register of Environmental Actions and Commitments**, severance of existing land drainage routes, including agricultural field drainage systems would be managed during construction through provision of temporary alternative drainage routes. Any affected drainage systems in Garthorpe would be reinstated or replaced to ensure their existing function is maintained. During the detailed design stage of the Project a specialised drainage contractor(s) will provide advice, and the relevant Lead Local Flood Authority or Internal Drainage Board, in addition to affected landowners, will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers. The assessments presented in the Environmental Statement in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** rely on the mitigation of any effects on field drainage systems, which is secured by these commitments.	
8.6.31	Overhead lines are positioned in a flood zone/ area prone to flooding.			**X**		National Grid has sought to reduce the impact on areas prone to flooding through the routeing and siting exercise and has made further design changes in response to consultation feedback. However, in some areas flood zones are extensive and cannot be wholly avoided. Where this is the case, such as in Route Section 5, the new Project infrastructure has been subject to a detailed flood risk assessment, which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure, in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, **Application Document 7.13 Flood Risk Assessment** has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands, for example, the provision of floodplain compensation storage. The flood risk and drainage mitigations and controls are detailed in Section 11.9 of **Application Document 6.11 Environmental Statement Chapter 11 Water Environment,** of Section 11.10 of this document presenting the assessments of the residual effects of the Project on the water environment.	
8.6.32	National Grid should engage with a land drainage consultant with regard to flooding/impact			**X**		National Grid recognises the importance of protecting existing drainage infrastructure, including field drains, ditches and wider land drainage systems. The Project has instructed land drainage specialists in the assessment of the Project's design. Construction	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	to water environment/ drainage.					activities will be planned and carried out to avoid damage to drainage infrastructure wherever practicable. Preconstruction surveys will be undertaken to identify existing drainage features and construction methods will be adapted to protect them. Where temporary disturbance is unavoidable drainage will be reinstated or repaired to an agreed standard. Measures to manage surface water and prevent sediment or pollution entering water courses will be implemented in accordance with **Application Document 7.2 Outline Code of Construction Practice**. With suitable mitigation in respect of flooding and drainage, the Environmental Impact Assessment does not predict any significant effects arising from the Project to the water environment, as detailed in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment.** National Grid has and will continue to work closely with land owners, Internal Drainage Boards where relevant and the Environment Agency and local authority to agree appropriate protection, monitoring and reinstatement measures ensuring that drainage systems continue to function effectively during and after construction. This is secured through commitments within **Application Document 7.3 Register of Environmental Actions and Commitments.**	

Route Section 6: Luddington–M180 motorway

Table 8.7 – Summary of consultee feedback and National Grid's response for Section 6: Luddington–M180 motorway

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.7.1	Concern about disruption to the roads in the Isle of Axholme/ National Grid should repair any damage to roads.				X	Potential effects arising from construction activities, including vibration, drilling and construction traffic in the Isle of Axeholme have been carefully considered as part of the Project design and in the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The Environmental Statement (ES) considers the potential effects on people from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. This is supported by **Application Document 7.15 Transport Assessment** which assesses the potential effects on the local and wider transport network during construction. National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic in the Isle of Axholme area, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through Application Document 7.4 Outline Construction Traffic Management Plan (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.7.2	Concerns about construction impact causing general disruption in the Isle of Axholme.				X	National Grid recognises that construction activities can cause temporary disruption to local communities. Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors within Route Section 6, including residential, community and business related properties, ecological sites, roads and water resources. These potential impacts have been carefully considered during the project design and assessment, with measures identified to avoid or minimise disruption where practicable.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects Potential effects on people from vehicle movements during construction is assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, which is supported by **Application Document 7.15 Transport Assessment.** The Transport Assessment assesses the potential effects on the local and wider transport network during construction. Within Route Section 6 a temporary construction haul road is proposed along the alignment to reduce disruption from construction traffic during the construction period. Highway widening is proposed along Carr Lane, Bonnyhail Road and Outgate Road to facilitate access to the haul road and ensure safety for all road users. **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** assess the potential effects from the construction of the Project the on the local economy, PRoWs, access routes and recreational routes, and private, community, recreation and tourism assets and recommends mitigation to reduce or remove impacts. Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans including, but not limited to **Application Document 7.4 Outline Construction Traffic Management Plan, Application Document 7.6 Outline Construction Traffic Management Plan and Application Document 7.7 Outline Noise and Vibration Management Plan** together these management plans include controls on working hours, construction traffic, noise, dust and site management, requirements for any activity carried out or equipment located within a construction	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration and lighting, to be located away from sensitive receptors such as residential properties or ecological sites where practicable. National Grid is committed to ongoing engagement with local stakeholders and to providing advanced notice of key construction activities where these may affect local residents or businesses. With the implementation of the proposed mitigation measures, construction related disruption is expected to be temporary and not significant.	
8.7.3	Concerns for safety of residents using local roads for walking, running and cycling during construction in the Isle of Axholme.	X			X	National Grid acknowledges the concerns raised regarding the potential effects of construction traffic and construction activities on horse riders, cyclists, pedestrians, runners, dog walkers and other vulnerable road users, including the safety of users on local roads, Public Rights of Way (PRoW), National Cycle Network routes, recreational routes and in the vicinity of schools, level crossings and other sensitive locations. The potential impacts on vulnerable road users have been considered as part of the iterative design process within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The assessment has informed the construction access strategy and the development of traffic management measures to minimise interactions between construction traffic and vulnerable road users, where reasonably practicable. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), establishes the framework for the management of construction traffic during the construction period. Where construction traffic interfaces with PRoW, cycle routes, recreational routes or other areas regularly used by vulnerable road users, appropriate management measures will be implemented to maintain	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						safety and minimise disruption. These measures may include temporary traffic management, signage, banksmen or traffic management operatives, marshalled crossings, reduced speed limits where appropriate, and clearly defined crossing points. Where temporary closures or diversions are required, these will be managed in accordance with the OCTMP and **Application Document 7.6 Outline Public Rights of Way Management Plan** and implemented in consultation with the relevant highway and PRoW authorities. National Grid also recognises the importance of maintaining safe access for pedestrians, cyclists and other recreational users at locations where construction traffic may interface with popular walking, cycling and recreational routes. Construction traffic management measures will be designed to minimise disruption to these users and maintain safe passage where reasonably practicable and does not jeopardise highway safety. Where construction activities interface with other transport infrastructure, including level crossings, National Grid will continue to engage with the relevant infrastructure managers and highway authorities to ensure that appropriate traffic management measures are developed and implemented. Prior to construction, the appointed Contractor(s) will prepare a detailed Construction Traffic Management Plan (CTMP), in consultation with the relevant highway authorities, which will identify the detailed traffic management arrangements and mitigation measures required to maintain the safety of vulnerable road users throughout the construction period. Three Public Rights of Way (PRoWs) have been identified within the Route Section with two requiring a diversion to enable continued use and one being managed during construction periods. Such measures are applied for/detailed in the Application. National Grid has engaged	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with the local highway authority to ensure that appropriate safety measures are implemented. With these controls in place the risk to pedestrians' and cyclists in the Isle of Axholme can be effectively managed and minimised throughout the construction period.	
8.7.4	Concern about construction traffic impacts on agricultural traffic along rural roads within Luddington village, such as Ox Pasture Lane and Carr Lane.				X	The construction activities are expected to temporarily increase the traffic volumes on Carr Lane which serves as a direct access to the temporary construction haul road in this area of the route. To safely accommodate the increase in construction traffic highway widening measures are proposed along Carr Lane. Whilst Ox Pasture Lane lies outside of the Order Limits with no construction access to be taken from this route. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessment has been informed by **Application Document 7.15 Transport Assessment** whereby National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network, including Ox Pasture Lane and Carr Lane. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction including the temporary construction of the haul road in this section of the route. A Final CTMP will be prepared based upon this Outline CTMP, will be submitted to, and approved by, the relevant local highway authority (including North Lincolnshire	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Council) prior to commencement of each stage of the authorised development to which it relates, in consultation with National Highways, where relevant. National Grid is committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
8.7.5	Need further information on mitigation from construction traffic and land access impacts.			X		The level of detail presented during the statutory consultation in 2025, was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report and the supporting design and construction drawings (available on the Project document library and in hard copy at statutory consultation). This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). This has included **Application Document 7.15 Transport Assessment**. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 7.2 Outline Code of Construction Practice (CoCP) which sets out the good practice measures and site-specific mitigation measures and **Application Document 7.4 Construction Traffic Management Plan** which sets out the measures to reduce effects of construction traffic and land access. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction (and operation (and maintenance)) of the Project. These are set out in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** of relevance is the provision of a dedicated temporary construction haul road.	
8.7.6	Opposed to National Grid's using privately owned tracks as proposed temporary and/ or permanent access roads and tracks.			**X**		National Grid acknowledges concerns regarding the proposed use of privately owned tracks for access during construction and operation. The use of such tracks has been identified only where it is considered the most practicable and least disruptive option helping to reduce the need for a new access routes, highway widening or construction traffic on public roads and through residential areas. Where privately owned tracks are proposed for use, National Grid will pursue a voluntary agreement with the landowner and their condition and suitability will be assessed in advance. However, these have been included within the Order Limits and would be subject to temporary possession and / or the compulsory acquisition of permeant rights, should negotiations to acquire by agreement not prove successful. A Development Consent Order provides the ability to seek compulsory acquisition powers and if successful National Grid would need to rely on these powers in the event that a voluntary agreement cannot be reached. Any necessary upgrades or strengthening will be designed to be proportionate and reversible where practicable. Following construction tracks will be reinstated to an agreed condition and any damage actually attributable to construction activities will be repaired. National Grid will continue to engage with affected land owners to discuss access arrangements,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						duration of use and reinstatement and will seek to minimise inconvenience and disruption. Permanent access will only be retained where it is necessary for ongoing operation and maintenance of the Project	
Consultation							
8.7.7	National Grid should have provided more notice of the consultation for residents in Ealand.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). Notice of the statutory consultation was first provided on 18 February 2025. National Grid held a total of nine face-to-face events along the proposed route during the statutory consultation period of eight weeks, with an event in Crowle held on 10 March 2025, nearly three weeks after the start of the consultation period. National Grid also held six webinars across this period, providing an opportunity for consultees to interrogate our materials and ask our Project team questions. A route wide webinar was provided on 25 February 2025 and 27 March 2025, with a further webinar on 11 March 2025 for Route Sections 4, 5, 6, and 7. A range of consultation materials were provided by National Grid to allow respondents to give consideration to our proposals. These materials related to the consultation, and National Grid felt these materials were available, accessible and easily interpretable for consultees to provide an informed response, in line with the Gunning Principles over the 8 week consultation period. The Project team were available and continue to answer	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.	
8.7.8	National Grid did not answer questions raised by residents in Ealand following an earlier communication prior to the statutory consultation.				X	As part of the statutory consultation, National Grid presented a Non-statutory Consultation Feedback Report which can be found in **Application Document 5.1 Appendix B Non-statutory consultation Report**. This report explained the consultation process, provided an analysis of the feedback, and demonstrated how National Grid had regard to the feedback provided by the residents in Ealand, either by considering and responding to comments and queries, or by incorporating changes into the Project design itself. Table 8.6 within Appendix 5.1 provides responses to matters raised in Route Section 6 prior to statutory consultation.	
Cultural Heritage							
8.7.9	Concern about the impact on the Isle of Axholme (Area of Special Historic Interest) and medieval features contained within it.	X			X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. Measures have been embedded into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate mitigation presented in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. Routeing in this Route Section lies approximately 2.7 km west of the existing overhead line along the northern portion of the Isle of Axholme but approaches and closely parallels the existing alignment east of Belton, continuing south in close parallel to the existing overhead line through much of the historic landscape before branching west again	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						south of the Isle. The route therefore crosses the breadth of the Isle of Axholme, from north to south, and would introduce new infrastructure to the east of the core settlements of Crowle, Belton and Epworth. The Project would interrupt visual connections between the core settlements and those lower down in the Trent valley, such as Beltoft, West Butterwick, and Owston Ferry, although these views have already been degraded by the presence of the existing overhead line. To minimise visual impacts within the Isle of Axholme historic landscape, and within and between individual settlements, new infrastructure has been sited in proximity to existing, where this is feasible. To avoid or minimise impacts to medieval features which form part of the heritage value of the historic landscape, a programme of archaeological evaluation has been carried out for the Project, comprising **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report**; **Application Document 6.10.A6 Environmental Statement Appendix 10.6 Geophysical Survey Report**, **Application Document 6.10.A7 Environmental Statement Appendix 10.7 Geoarchaeological Desk Based Assessment** and **Application Document 6.10.A8 Environmental Statement Appendix 10.8 Trial Trench Report**. The results of these surveys have informed design and avoidance measures, where feasible. The majority of the proposed overhead line, within the Isle of Axholme, would cross through an area categorised as Recently Enclosed Land, which has a low sensitivity to change, and would largely avoid the areas that have the highest sensitivity to change. **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** assesses a minor adverse effect to the Isle of Axholme from the construction and operation of the Project.	
8.7.10	Concern about the impact on the historic environment from any				**X**	The design of the proposed overhead line has had regard to the locations of dykes and ditches within the Isle of Axholme. Dykes and ditches are heritage assets in their own right and contribute to the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	changes in dykes or ditches.					character of the historic landscape. There will be crossings over these features where required by the Project, but the crossings are temporary and will be removed upon completion of the works. Ditches and hedgerows that may experience partial loss will be reinstated to a similar style, and to a similar or higher quality to that which was removed. This measure is referenced in GG08 of **Application Document 7.3 Register of Environmental Actions and Commitments**, and secured through **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Effects would therefore be temporary and will not change the heritage value of these assets, or the character and value of the historic landscape.	
Design							
8.7.11	Concern that overhead lines are too close to Crowle and Ealand.				**X**	National Grid recognises the importance of protecting towns, villages and their residents. The routeing and sighting of the Project has been developed to avoid villages and maintain separation from residential areas wherever practicable, while balancing technical requirements and environmental constraints on land availability. The location of the alignment in respect of its proximity to Crowle and Ealand has been a consideration in the Project's design. Routeing in this section of the alignment is constrained by the existing overhead lines to the east from an environmental and technical perspective and by the Keadby windfarm in the west. Routeing to the east would likely result in the existing overhead lines to the north of Keadby Power Station needing to be crossed by the new overhead line and then crossed back again south of Keadby Power Station, introducing several line swap-overs, adding technical complexity and the potential to introduce a wirescape into this area, contributing to visual confusion avoided by routeing to the west of the Keadby Windfarm. Routeing past Keadby windfarm does require appropriate stand off distances from the existing turbines, however a route which maximises separation from the communities of Crowle and Ealand is part of the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.12	Concern that new pylons will be taller than existing ones.				X	The proposed new pylons in this section are of a steel lattice design, similar to the existing pylons in this section. Individual pylon heights are dictated by constraints such as topography, distance between pylons, crossings such as roads, railways, rivers, environmental features and a requirement to ensure sufficient electrical clearance, which makes a direct comparison between the old and the new routes challenging. Indicative pylon heights were published at statutory consultation and have been included as part of the Application within **Application Document 6.4.A1 Environmental Statement Appendix 4.1 Indicative Pylon Schedule**. In Route Section 6 during construction, the proposed works to the ZDA line for it to be able to 'duck under' the new overhead line would remove a pylon and introduce four lower height pylons in that location. The crossing details are detailed in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and shown in **Figure 4.1 Proposed Project Design**.	
8.7.13	Requests that wires are placed on existing pylons/ increase the capacity on the existing pylons and Keadby substation.				X	National Grid's North Humber to High Marnham proposals will help the transition to clean energy, making sure the grid is ready. This reinforcement is part of The Great Grid Upgrade, the largest overhaul of the grid in generations. It involves making changes and improvements to the existing lines, pylons, cables and other infrastructure that makes up the national grid, so National Grid can make the most of its capability, as well as building some new infrastructure where it's needed. The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.14	Support for the preferred alignment of the overhead line as it avoids a wind farm.				X	National Grid notes this comment.	
8.7.15	The overhead line should follow the existing line through Route Section 6 as this would remove the need to cross the existing power line from Ealand to Keadby and reduce the number of pylons needed by 25.				X	In this Route Section the Project diverges from the existing overhead lines to route around the Keadby Windfarm from Luddington, before rejoining a parallel alignment with the two existing overhead lines at a point south of Beltoft. Options for the route to follow the two existing close parallel overhead lines to the north and south of Keadby Power Station were explored and presented within **Application Document 7.18 Corridor preliminary Routeing Siting Study** (CPRSS) at statutory consultation. The existing overhead lines constrain routeing from an environmental and technical perspective. It is likely that the existing overhead lines to the north of Keadby Power Station would need to be crossed with a new overhead line and then crossed back again south of Keadby Power Station, introducing several line swap-overs, adding technical complexity and the potential to introduce a wirescape into this area, contributing to visual confusion avoided by routeing to the west of the Keadby Windfarm. For these reasons the change requested has not been incorporated into the Project's design	
8.7.16	Concern that pylons ZDA115 and 4AF120 are too close to Ealand and the local school.			X		National Grid recognises the sensitivity of locating electricity infrastructure near villages and schools and understands the concerns raised by the community. The siting of pylons has been informed by a detailed routeing and design process that seeks to avoid settlements and sensitive receptors, including schools, wherever practicable while balancing technical environmental and land use constraints. The ZDA is an existing line which the Project's design crosses. The proposed works to the ZDA line for it to be able to 'duck under' the new overhead line would remove a pylon and introduce four lower height pylons. ZDA115 is an existing pylon and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the location or height is not altered through the Project. Pylon 4AF120 is a further distance from Ealand and the school than the existing ZDA line. All pylons and overhead lines will be designed and constructed in accordance with strict National Safety Standards including such tree clearance requirements, ensuring the safety of residents and all members of the community. Potential impacts on residential amenity, visual effects and community well-being have been assessed as part of the Environmental Impact Assessment. Construction activity near the village and school will be carefully managed to minimise disruption and ensure safety, these measures are defined within **Application Document 7.2 Code of Construction Practice** secured within Requirements in **Application Document 3.1 Draft Development Consent Order**.	
8.7.17	Overhead lines should be grouped to run alongside the existing lines between the River Trent and Keadby Power Station as well as alongside the other overhead lines at Keadby. This would reduce visual impacts of the Project.				**X**	National Grid has reviewed the respondent's request for the new power lines be routed to the east, closer to the existing lines between the River Trent and Keadby Power Station and alongside the existing overhead lines at Keadby, to avoid west of Luddington and near Ox Pasture Lane, Carr Lane, and Leam Farm, to minimise visual impact on the area. As part of the design process, National Grid has sought to develop the most appropriate design, taking into account engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line that runs south along the River Trent as requested in this response to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead line, rather than spreading impacts to areas not currently affected. However, it is not possible for the Project to remain in close parallel to Keadby power station and then south from Keadby due to the need to route around the existing Keadby windfarm before rejoining a parallel alignment with the two existing overhead lines at a point south of Beltoft. Options for the route to follow the two existing close	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						parallel overhead lines to the north and south of Keadby Power Station were explored and presented within **Application Document 7.18 Corridor preliminary Routeing Siting Study** (CPRSS) during statutory consultation. The existing overhead lines constrain routeing from an environmental and technical perspective. It is likely that the existing overhead lines to the north of Keadby Power Station would need to be crossed with a new overhead line and then crossed back again south of Keadby Power Station, introducing several line swap-overs, adding technical complexity and the potential to introduce a wirescape into this area, contributing to visual confusion avoided by routeing to the west of the Keadby Windfarm. Further details on routeing decisions presented at statutory consultation are within **Application Document 7.20 Design Development Report.2025** For these reasons the change requested has not been incorporated into the Project's design.	
8.7.18	Preference for the pylon route within Route Section 6 to go to the east of the existing route near Garthorpe and Luddington			**X**		National Grid has considered various routeing options in this location during the Project's design. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study provides detail on the corridors considered for routeing.** Corridor 3 was identified primarily to close parallel existing electricity transmission infrastructure, including the existing 4ZQ overhead line between Creyke Beck and Keadby and the several existing routes south of Keadby to High Marnham providing an eastern alternative to routeing south through or close to the Trent Valley. The use of the corridor south of the Garthorpe area (where two of the existing lines meet) would be technically challenging due to the requirement to cross two overhead transmission lines and four 132kV overhead distribution lines, requiring line swap overs and undergrounding, particularly near Keadby. The convergence of all these lines would introduce visual confusion in this area and have adverse impacts on landscape character. Routeing would also be technically challenging. The entrance to this corridor would potentially require underground	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						cabling with Sealing End Compounds, a crossing of the Humber Carbon Capture Pipeline (HCCP) Project. The design taken forward avoids two wind turbines and a crossing of the River Trent and M180. Further south, crossings would be required of oil and high-pressure gas pipelines and 132kV and 33kV overhead lines. In the approach to High Marnham the 4ZM overhead line would need to be crossed, together with the River Trent, the 4VK and possibly the existing 4VE overhead lines. All of the line crossings would likely require underground cabling, adding to cost and complexity and requiring the construction of at least three, and possibly five, permanent compounds. In addition, crossing of several 33kV and 132kV overhead lines in the south of the corridor will cause visual confusion in these areas. Overall, the chosen alignment is relatively unconstrained from an environmental and socio-economic perspective.	
8.7.19	Route the overhead line between pylons 4AF128 and 4AF145 either alongside existing overhead lines or on a more direct, straight alignment further west of the current route (including consideration of undergrounding this section), to reduce landscape and visual impacts and avoid placing overhead lines on either side or adversely affecting Beltoft and other nearby villages. Specific				X	National Grid has considered the request to route alongside existing overhead lines or route in a straight line between pylons AF128 and AF145. The Project has considered a route alongside the existing overhead lines in the east. However, it is not possible for the Project to remain in close parallel to Keadby power station and then south from Keadby due to the need to route around the existing Keadby windfarm before rejoining a parallel alignment with the two existing overhead lines at a point south of Beltoft. Options for the route to follow the two existing close parallel overhead lines to the north and south of Keadby Power Station were explored and presented within **Application Document 7.18 Corridor preliminary Routeing Siting Study (CPRSS)** during statutory consultation. The existing overhead lines constrain routeing from an environmental and technical perspective. It is likely that the existing overhead lines to the north of Keadby Power Station would need to be crossed with a new overhead line and then crossed back again south of Keadby Power Station, introducing several line swap-overs or undergrounding and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	requests made by eight consultees.					associated cable sealing end compounds, adding technical complexity and the potential to introduce a wirescape into this area, contributing to visual confusion avoided by routeing to the west of the Keadby Windfarm. Further details on routeing decisions presented at statutory consultation are within **Application Document 7.20 Design Development Report 2025**. In respect of routeing in a straight line, the Project's design has been considered to avoid the over sail of remote residential properties, avoid woodlands and other ecological considerations, avoid the Peatlands Way National Trail and also to parallel with the existing line as soon as feasible. By routeing in a straight line, as is sought by this request, the visual and landscape effects are considered to be greater, with a longer route which is straighter but also on higher ground, routeing closer to Belwood Obelisk Grade II listed building. The greater impacts arising from the requested change is not considered the most appropriate design within the Isle of Axholme Area Special Historic Landscape Interest and has not been taken forward into the Project's design. Whilst the village of Beltoft will experience overhead line infrastructure to the east and west as a result of the Project, the alignment is considered to be the optimum in consideration of a wide range of environmental and technical constraints. Embedded measures have been built into the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation of the Project. These are listed in **Application Document 7.3 Register of Environmental Actions and Commitments.** Embedded measures of relevance to the visual impacts at Beltoft include the use of lattice pylons to mimic the existing overhead lines for visual consistency. Additional mitigation comprises measures over and above any embedded and control and management mitigation measures, for which assessment within the Environmental Statement has identified a requirement to further reduce significant environmental effects. The additional	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures within Application Document 7.2 Outline Code of Construction Practice relevant to the assessment of visual effects at Beltoft include hedgerow, tree planting and woodland planting to the west of Beltoft to filter and screen views towards the proposed overhead line for people living and moving around the community of Belton (which includes Beltoft) and reduce the effects of the presence of an overhead line on multiple sides. National Grid has carefully considered the feedback received during the stage one non-statutory consultation in 2023, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. An Environmental Statement has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The Environmental Statement considers the potential effects on heritage assets **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage.** The section between pylon 4AF128 and pylon 4AF145 is located in the Isle of Axholme which is locally designated as an Area of Special Historic Landscape Interest. The Project closely parallels the existing overhead line and would introduce substantial new infrastructure to the east of the core settlements of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Crowle, Belton and Epworth. As views have already been degraded by the presence of the existing overhead line the effects are not considered to be significant. In this context, it is considered there are insufficient policy justifications to use underground cabling in this location.	
8.7.20	The smallest and less intrusive pylons should be used from pylon 4AF134 to pylon 4AF143 inclusive to reduce visual impacts of the Project.				X	National Grid has reviewed the respondent's request to use smaller and less intrusive pylons from pylons 4AF134 and 4AF143. The height of individual pylons may vary due to local factors, such as road/river crossings and electrical clearance requirements however the existing route to the east of Beltoft is a Project consideration with a desire to be similar in design to those existing pylons to aid visual amenity. For these reasons the change request is not being taken forward as part of the Project's design.	
8.7.21	Respondent requests that, instead of heading south from where the proposed overhead line meets Crowle (pylon 4AF114) and then passing in-between Belton and Beltoft (next to Epworth), the route is extended to pass Crowle before turning south when reaching west of Sandtoft. Then, the proposed overhead line can pass east of Wroot and west of Epworth along the edge of Hatfield Moors, through Misterton Carr before				X	Routeing options within this section of the route alignment was initially presented within **Application Document 7.18 Corridor Preliminary Routeing Siting Study (CPRSS)** presented at non-statutory and statutory consultation. A route to pass Crowle before turning south when reaching west of Sandtoft, passing east of Wroot and west of Epworth along the edge of Hatfield Moors, through Misterton Carr before reaching Gringley on the Hill was appraised as part of CPRSS options C2g, C2h(w) and C2j where corridor 2 splits to the east and west at Crowle. The corridor, together with the Loop and Links options, was developed to avoid highly constrained areas, and specific constraints including settlements such as Swinefleet, Crowle, Epworth and Haxey. The width of the corridor reflects the constraints in the area, with narrow sections where constraints are present, such as in proximity to Sandtoft Airfield and the Thorne and Hatfield Moors designated sites, and wide sections where the space is unconstrained, such as around the crossing of the M180. Where there are smaller areas of high amenity value, for instance smaller SSSIs and listed buildings, sufficient space has been included within	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reaching Gringley on the Hill. This would allow the route to avoid populated areas and place the overhead line on boundaries rather than passing directly through important landscapes.					the corridor to enable an alignment which avoids them and minimises impacts, potentially by local deviation, in line with Holford Rule 2. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Keadby Windfarm, Keadby Power Station, the historic landscape and features of the Isle of Axholme, including its slightly elevated terrain, and the Thorne and Hatfield designated sites were important considerations in this area. From an environmental and socio-economic perspective, several constraints were considered including the Thorne and Hatfield Moors designated sites, commercial flight operations at Sandtoft Airfield and a large mineral plan allocation safeguarding aggregate reserves northwest of Westwoodside. In addition, the overhead line would introduce tall vertical features into the landscape which could result in adverse cumulative interactions with the wind farm to the north of Eastoft. Isolated residential properties and commercial businesses were also present. The routeing option remains closer to settlements, including Westwoodside and Haxey, when compared with the alignment which was taken forward for statutory consultation. It also crosses the highest ground on the Isle of Axholme (41m) between Haxey and Upperthorpe. For these reasons the request has not been incorporated into the Project's design.	
8.7.22	Route the overhead line between pylon 4AF110 to pylon 4AF100 further inland, utilising existing tracks for working whilst still avoiding the nearby wind farm. This would			X		National Grid has reviewed the request to reroute pylon 4AF100 to pylon 4AF110. The alignment between pylons 4AF100 and 4AF114 has been amended to be further south whilst maintaining the Energy Network Association Engineering Recommendation L44 stand-off requirements between overhead line infrastructure and wind turbines at Keadby Wind Farm. This movement enables the overhead line to parallel with the existing 4ZQ overhead line for an additional span, an overall reduction in height of pylons across the section, reduces the	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	also avoid residential property.					number of bellmouths and the extent of road widening required. As such, this request has been incorporated into the Project's Design.	
8.7.23	Request to move pylon 4AF114 in field 61775 as close to the southeastern corner as possible. This would reduce disruption to farming operations. Request to move haul road and pylon to the field north of unregistered land 242272. This would minimise the number of working fields affected.			X		National Grid has reviewed the respondent's request to route pylon 4AF114 in field 61775 as close to the southeastern corner of the field boundary as possible. The pylon has been positioned as close to the field edge and ditch as technically possible. The pylon cannot be moved closed to the ditch without requiring the foundations to be constructed within it, which presents constraints during construction and maintenance. In addition, movement to the southeastern corner of the field boundary would bring the works closer to a high-pressure gas pipeline. No change has been made to the Project's design. National Grid reviewed the request to move the haul road to the field north. The alignment between pylon 4AF100 and pylon 4AF114 has been amended to be further south, and as such the temporary construction access has also been revised to suit the new pylon locations.	
8.7.24	Request for a route change which would involve continuing the line southwest in the same direction proposed instead of changing angle southwards at pylon 4AF114. The respondent requests the line carries on past Mill Road before changing direction (south) to meet the line at a right angle for the diamond duck-under crossing. This would involve the			X		National Grid has reviewed the respondent's request for a route change which would involve continuing the line southwest in the same direction proposed towards Mill Lane and further west towards Crowle instead of changing angle southwards at pylon 4AF114. The request would move the overhead line in closer proximity to residential properties on Mill Road and the settlements of Crowle and Ealand, with the interactions with the existing ZDA also being closer to settlements and their communities. For these reasons the request has not been incorporated into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	relocation of the diamond duck-under crossing further west, as the point at which the overlap would occur would be further westwards towards Crowle along the existing network. This would reduce interference with planned project (pylon 4AF115, pylon 4AF116, pylon 4AF117), Respondent requests route change which would involve continuing the line southwest in the same direction proposed instead of changing angle southwards at pylon 4AF114. The respondent requests the line carries on past Mill Road before changing direction (south) to meet the line at a right angle for the diamond duck-under crossing. This would involve the relocation of the diamond duck-under crossing further west, as the point at which the overlap would occur would be						

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	further westwards towards Crowle along the existing network. This would avoid interference with planned project (pylons 4AF115, 4AF116, 4AF 117).						
8.7.25	Respondent requests that if route alignment cannot be changed then pylons 4AF115, 4AF116, and 4AF117 are moved as close as possible to their respective field boundaries. Which boundaries are not indicated because this option is proposed to limit effects on future agricultural activity rather than proposed wind farm interference. This would reduce impact on farming activity.			X		National Grid has considered the request to reposition pylons 4AF115, 4AF116 and 4AF117 as close as possible to their respective field boundaries. However it is not possible to achieve the request without incurring greater environmental impacts. Moving the pylons would bring the working areas closer to field drains, including Bewcarrs Drain, which has potential for greater environmental impacts including disturbance to watercourses and disruption to protected species that have been recorded in the area, which can be avoided through the current design. The change requested would also require the creation of a new culvert which can be avoided through the current design by upgrading an existing culvert. The heights of the pylons would also be increased by at least 3 m, increasing visibility from receptors to the west. For these reasons the request has not been incorporated into the Project's design.	
8.7.26	Respondent requests for pylon 4AF111 to be moved as close as possible to the field boundaries or at least 36m from it. This would			X		National Grid has reviewed the respondent's request to relocate pylons 4AF111 and 4AF113 closer to the field boundaries to reduce the impact on future farming operations. The request has been incorporated into the Project's design. As part of a wider route alignment optimisation in this section to enable the 4AF overhead line to run parallel with the existing 4ZQ overhead line for one additional span, avoid oversailing Carr Lane and the subsequently	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reduce future impact to farming operations. Request for pylon 4AF113 to be moved as close as possible to the field boundaries or at least 36m from it. This would reduce future impact to farming operations.					the complex scaffolding required, reduce the number of bellmouths and road widening compared to the baseline and reduce pylon heights, pylon 4AF111 has been moved southeast to the adjacent land parcel and 4AF113 has been moved southwest onto the field boundary as requested.	
8.7.27	Request for pylon 4AF112 to be moved as close as possible to the field boundaries or at least 36m from it. This would reduce future impact to farming operations.			X		National Grid has reviewed the respondent's request for pylon 4AF112 to be moved as close as possible to the field boundaries, at a minimum distance of 36m from it. Movement of the pylon closer to the field boundary would result in safety and construction issues with the pylon being too close to the scaffolding of the crossing protection at Washinghall Lane. Movement to 36m away would impact span lengths within this Route Section adding technical complexity. For these reasons the request has not been incorporated into the Project's design.	
8.7.28	Suggestion that pylons should be moved as close to existing field boundaries as possible - request to move pylons ZDA119B and ZDA119C be moved further north towards the field boundary. This would support farming activity. Request to move pylons ZDA120A and ZDA120B			X		National Grid has reviewed the respondent's request for the movement of pylons ZDA119B, ZDA119C, ZDA120A, ZDA120B and 4AF121 towards field boundaries. National Grid recognises the preference to site the requested pylons along field boundaries where possible to reduce impacts on farming operations. The field margins have been considered during route refinement, however it is not always possible to position on boundaries due to a range of technical, environmental and safety constraints. Pylons ZDA119B, ZDA119C, ZDA120A, ZDA120B form part of the 'diamond duck under' interaction between the 4AF and ZDA overhead lines. The pylon positions have been optimised to allow for a square formation. The square formation of the diamond duck under is required as it	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	further south towards the southern field boundary to support farming activity. Request to move pylon 4AF121 either north or south to the respective field boundary to support farming activity.					enables splitting the single existing alignment into two individual alignments that route either side of the proposed new 4AF overhead line. Moving the square formation pylons to their field boundaries would add an unachievable angle of deviation on ZDA119A and ZDA120C.Whilst in isolation ZDA119B and ZDA119C may be able to move to boundaries it would result in an increase of the overall landtake of the diamond duck under. ZDA119B is already as close to the field boundary as feasible. 4AF121 is unable to be moved to the field boundary as this would create a short span, introducing visual impacts and complex stringing conditions as well as environmental impacts associated with the infringement of the pylon with a ditch that supports the habitat of protected species. For these reasons the requests have not been incorporated into the Project's design.	
8.7.29	Request to re-route the overhead line from pylon 4AF124 to the west, to the south of the M180, before returning southeast to re-join the proposed route of the overhead line at pylon 4AF135. Would require increase in overhead line length by approx. 172m and addition of 2 tension pylons. This avoids the primary development envelope of the wind and BESS Scheme. It also would traverse land with			X		National Grid has reviewed the respondent's request to re-route the overhead line from pylon 4AF124 to the west, to the south of the M180, before returning southeast to re-join the proposed route of the overhead line at pylon 4AF135. National Grid has engaged with and considered landowners and third-party developers in developing the Project's design and, taken into account the planning status of the third-party developers application at this Project's pre-application stage, and has taken the existing land uses into consideration. The changes requested result in an alignment that routes further away from the existing overhead line through the Isle of Axholme, a key concern area with requests for paralleling with the existing overhead line as much as is practicable. The request would locate the alignment closer to an unregistered park and garden (Temple Gardens) and is on higher ground presenting increased visual effects. There would also be a need for two additional pylons and the Trent Valley Public Right of Way (PRoW) would be intercepted three times, rather than once. An additional PRoW would be intercepted in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	reduced conflict from energy infrastructure and environmental designations.					this option and at the crossing of the M180 more mature trees would be lost. Due to the impacts which would arise from incorporating the changes requested into the Project's design, and the lack of planning status of the third party development in this location, the request has not been taken into the Project's design.	
8.7.30	Request for access haul road to be removed as there is already one located within the field boundary. This is in reference to the field located below pylon 4AF118. This would allow existing access routes to be used.			X		National Grid has reviewed the respondent's request for the haul road to be removed in this location. Movement of the construction access to the track on the field boundary would increase the overall length and routes it adjacent to a ditch, which would be less preferred due to the need to maintain an appropriate stand off from the ditch and any ecological features. For these reasons the change has not been incorporated into the design. To mitigate the impact of the construction access on the field, it has been amended to route closer to the overhead line infrastructure and closer to the western field boundary.	
8.7.31	Request that pylons 4AF109 and 4AF110 are moved east into the field boundaries. This aims to avoid major impacts to land. Request that pylon 4AF101 is moved into the field boundary to avoid major impacts to land.			X		National Grid has reviewed the respondents' request that pylons 4AF109 and 4AF110 are moved east into the field boundaries. pylons 4AF109 and 4AF110 form a section of the route which has been considered under a different design request for a realignment between pylon 4AF100 to 4AF114. As a result of that request being accepted into the Project's design, pylons 4AF109 and 4AF110 now sit in different land parcels.	X
8.7.32	Request to reduce the number of proposed access tracks and just use the one from South Engine Lane from the			X		National Grid has reviewed the request to reduce the number of proposed access tracks. Following additional site visits and surveys, the accesses in this area were rationalised achieving the request whilst also enabling a reduction in construction access length and	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	A18 towards pylon 4AF126. Respondent states that there are an excess number of access tracks in location, this would reduce the impacts of the access tracks required for the Project.					temporary environmental impacts by reducing the number of bellmouths and watercourse crossings.	
8.7.33	Request for pylon 4AF126 to be sited slightly and directly south of its current location on the southern field boundary. This would enable the pylons to be positioned on field boundaries.			X		National Grid has reviewed the respondents' requests to move pylon 4AF126. Movement of pylon 4AF126 would lead to the introduction of an additional pylon due to the span required for the crossing over Hatfield Waste Drain, the A18 and the River Torne. For this reason, this change has not been incorporated into the design.	
8.7.34	Preference for the pylon route within Route Section 6 to go to the east of the existing route near Garthorpe and Luddington to affect fewer landowners and to reduce the impact on those affected.			X		National Grid has considered various routeing options in this location during the Project's design. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study provides detail on the corridors considered for routeing.** Corridor 3 was identified primarily to close parallel existing electricity transmission infrastructure, including the existing 4ZQ overhead line between Creyke Beck and Keadby and the several existing routes south of Keadby to High Marnham providing an eastern alternative to routeing south through or close to the Trent Valley. The use of the corridor south of the Garthorpe area (where two of the existing lines meet) would be technically challenging due to the requirement to cross two overhead transmission lines and four 132kV overhead distribution lines, requiring line swap overs and undergrounding, particularly near Keadby. The convergence of all these lines would introduce visual	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						confusion in this area and have adverse impacts on landscape character. Routeing would also be technically challenging. The entrance to this corridor would potentially require underground cabling with Sealing End Compounds, a crossing of the Humber Carbon Capture Pipeline (HCCP) Project. The design taken forward avoids two wind turbines and a crossing of the River Trent and M180. Further south, crossings would be required of oil and high-pressure gas pipelines and 132kV and 33kV overhead lines. In the approach to High Marnham the 4ZM overhead line would need to be crossed, together with the River Trent, the 4VK and possibly the existing 4VE overhead lines. All of the line crossings would likely require underground cabling, adding to cost and complexity and requiring the construction of at least three, and possibly five, permanent compounds. In addition, crossing of several 33kV and 132kV overhead lines in the south of the corridor will cause visual confusion in these areas. Overall, the chosen alignment is relatively unconstrained from an environmental and socio-economic perspective. Whilst it would introduce overhead transmission infrastructure into a landscape where this type of development does not currently exist, no significant landscape designations would be affected, and it would avoid the need to parallel a third line along Corridor 3. For these reasons the request has not been incorporated into the Project's design.	
8.7.35	Pylon 4AF106 should be moved along the cable route as close as possible to the edge of the field boundary. The preferred boundary would be as close to Carr Lane as possible, with the southwestern boundary			X		National Grid has reviewed the respondent's request to move pylons 4AF106 and 4AF109 closer to field boundaries. These pylons form a section of the route which has been considered under a different design request to realign pylons 4AF100 to 4AF114. As a result of that request being accepted, the alignment has moved south of Carr Lane and Ox Pasture Lane. Through this realignment pylons 4AF106 and 4AF109 have moved to different land parcels and, as part of the design optimisation, placement of the pylons has tried to achieve being as close to field margins as possible.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	as a second choice to reduce disruption to future farming operations. It is preferred for pylon 4AF109 to move east along the cable route, as close as possible to the field boundary to reduce disruption to future farming operations.						
Ecology and Biodiversity							
8.7.36	Concern about the impact on local wildlife sites.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid ecologically sensitive features as far as reasonably practicable to reduce impacts on local conservation areas and wildlife sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and a suite of ecological surveys has been undertaken to identify designated sites, notable habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features, which are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. The assessments have considered relevant international, national, and local statutory designated sites as well as local non-statutory wildlife sites. Within Route Section 6 there are seven local non-statutory sites designated for nature conservation partially within the Order Limits. National Grid has also embedded measures into the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						design of the Project to avoid or reduce significant effects that may be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project. Measures to reduce adverse effects on local wildlife sites in Route Section 6 include sensitive routeing and the application of appropriate stand-off distances to designated sites to avoid impacts upon designated sites, where practicable. Mitigation measures to reduce effects on the environment are outlined in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Mitigation measures embedded into the Project design together with the control and management measures are considered sufficient to avoid any likely significant direct effects on wildlife sites.	
8.7.37	Concern about impacts to wildlife due to the proposed routeing from Ealand to Keadby.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on important ecological features (protected and notable habitats and species), through avoidance or mitigation of impacts upon them. As part of the Environmental Impact Assessment (EIA) process for the Project, desk study and a suite of ecological surveys has been undertaken to identify designated sites, notable habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features, which are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.38	Concerned about the impact on habitats, particularly Nightjar, in this Route Section.	X				Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on important ecological features (protected and notable habitats and species), through avoidance or mitigation of impacts upon them. As part of the Environmental Impact Assessment (EIA) process for the Project, desk study and a suite of ecological surveys has been undertaken to identify designated sites, notable habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features, which are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Nevertheless, radiotracking studies have shown that nightjar can forage up to 5 km from breeding grounds[42], the closest of which is Thorne and Hatfield Moors SPA, which lies within 5 km of the Order Limits between pylons 4AF112 and 4AF124. Surveys for foraging nightjar have been carried out at suitable habitats along this section of the Project route over the course of two breeding seasons, during which no evidence of nightjar was detected. The results of the surveys are presented in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline Report** and these underpin the assessment of potential effects on nightjar presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** which identifies no adverse effects on this species.	

[42] Natural England. 2019. European Site Conservation Objectives: Supplementary advice on conserving and restoring site features. Thorne and Hatfield Moors Special Protection Area (SPA) Site code: UK9006281. Available at https:// publications.naturalengland.org.uk/publication/6503407711944704 [accessed September 2024]

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.39	Bird divertors should be incorporated across all water courses as standard, with exclusions justified on a case-by-case basis.				X	National Grid is adopting a data led approach to decision-making regarding the use of bird diverters. Bird diverters are being considered at locations where there may be a significant residual risk of bird strike with the proposed overhead line that cannot be mitigated or avoided through design or other measures. The use of bird diverters at all water crossings would not necessarily be an effective mitigation measure given that the landscape through which the Project passes is crossed by numerous small drainage ditches and other similar minor channels that would not support, in any significant numbers, bird species that are vulnerable to collisions with power lines.	
8.7.40	Opportunities for on-site BNG and enhancement of LWS sites throughout the development area would be prioritised over off-site compensation.				X	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of designated sites. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 2025 - Design Development Report,** and **Application Document 7.1 Biodiversity Net Gain Report.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.41	Concern about the impact on ornithology/ birds.	X			X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. The Environmental Statement (ES) considers effects of the Project on wildlife, animals and protected species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust baseline to inform assessment. Surveys began in 2022 and continued into 2026. Environmental appraisal has been an integral part of the Project design, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project, these have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments.** While the baseline demonstrates that the occurrence of qualifying species of the key designated sites (the Humber Estuary in particular) is much lower than in Route Sections closer to the River Ouse crossing, mitigation is still likely to be required to ensure any impacts that occur will be at levels do not result in significant effects on bird populations. The key strategies to minimise impacts on birds in this Route Section include	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• Close parallel of the proposed line with the existing overhead line as much as possible given the various constraints in the area. This occurs over a short length of proposed overhead line in the northern reaches of this Route Section, where numbers of qualifying species of the Humber Estuary designations are greater than they are further south: • Synchronising the pylon locations and the cable span profiles with the existing overhead line as much as possible in the most northerly reaches of this Route Section, where larger numbers of birds have been recorded; • Timing/programming of construction works and vegetation clearance to minimise impacts on nesting and non-breeding birds; • Selection of the least disturbing and fastest construction methods where options are available, combined with employing one or more Ecological Clerk of Works (ECoW) to identify site-specific concerns manage risks to birds on a day-to-day basis; • The use of bird diverters at selected locations where baseline data and impact assessment suggest these could reduce unacceptable residual effects to levels that are not significant. Close parallel of overhead lines with existing ones is an established strategy that can be employed to minimise impacts of such developments where existing lines are present, as set out in NatureScot guidance (NatureScot, 2025), which states "grouping linear obstacles (e.g. other power lines, treelines, roads) may also lower overall impacts. The proposed design is the end result of ongoing design changes that took into account the baseline conditions with respect to existing infrastructure and use of the landscape by birds; and the relative temporal and spatial scale of the construction and operational impacts of different design options (taking into account all other environmental, socio-economic and technical considerations) to minimise the potential for effect on birds	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and the Humber Estuary designated sites that could occur during the construction and operational phases of the proposed development. National Grid has carried out further assessment, consideration, and confirmed mitigation within **Application Document 6.9 Environmental Statement Chapter 9 Ornithology,** supported by **Application Document 6.9.A3 Environmental Statement Appendix 9.3 Flight Activity Assessment Report** in respect of collision risk to SPA/Ramsar birds. The assessment sets out in detail the levels of flight activity recorded at all VPs plus predictions of the annual number of bird passes per year and the proportion of these that are at risk of collision on the basis of their flight heights and trajectories. Relative collision risk at different locations is presented and a range of possible collision mortality estimates is provided. This is used to determine where mitigation in the form of bird diverters is likely to be required, which will be presented **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and **Application Document 7.3 Register of Environmental Actions and Commitments.** Such commitments would be additional to the design strategy of close parallel of new overhead line with the existing line that has been adopted in particular across the farmland either side of the River Ouse, where numbers of Humber Estuary SPA/Ramsar qualifying species are greatest.	
8.7.42	Concern about environmental impacts in Luddington, particularly on bats, owls, deer, badgers and hedgehogs.				**X**	National Grid recognises the importance of protecting wildlife and biodiversity and takes these concerns seriously. The potential effects of the Project on habitats and species have been assessed through the Ecology and Ornithology chapters of the Environmental Impact Assessment informed by detailed field surveys undertaken at appropriate times of year. Protected and notable species including bats, badgers, breeding birds and wintering birds (including owls), hedgehogs and other mammals such as brown hare have been considered where suitable habitat is present or species are known to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						occur. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on protected species in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology,** which focusses on birds and their habitats. Mitigation measures are presented in these ES chapters and control and management measures are outlined in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Adverse effects on protected species will be avoided where practicable through sensitive routeing and siting and mitigation will be applied where impacts cannot be avoided. National Grid will also apply for any relevant protected species licences from Natural England. Impacts on deer are not considered as part of the ecology assessment as deer are not a protected species, however **Application Document 7.2 Outline Code of Construction Practice and Application Document 7.3 Register of Environmental Actions** and **Commitments** contains commitments to limit the impact of the Project on the environment as a whole. Such measures, which are both embedded into the Projects design and best practice during construction include the retention of existing hedgerows and woodland edges, maintaining continuous field margins where practicable, avoiding fragmentation of habitats.	
8.7.43	Concern about the impact on Hatfield Chase Ditches SSSI and Thorne Crowle and Goole Moors SSSI.	**X**				Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on important ecological features including the Hatfield Chase Ditches SSSI and Thorne Crowle and Goole Moors SSSI and recommends appropriate mitigation in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Direct effects on Hatfield Chase Ditches SSSI and Thorne Crowle and Goole Moors SSSI will be avoided and suitable control and management measures will be in place to avoid significant indirect effects on these designated sites (for example, through changes to air or water quality), as outlined in **Application Document 7.2 Outline Code of Construction Practice.** Radiotracking studies have shown that nightjar can forage up to 5 km from their breeding grounds[43], Breeding nightjar is a qualifying feature of Thorne Crowle and Goole Moors SSSI, which lies within 5 km of the Order Limits between pylons 4AF112 and 4AF124. Surveys for foraging nightjar have been carried out at suitable habitats along this section of the Project route over the course of two breeding seasons, during which no evidence of nightjar was detected. The results of the surveys are presented in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline Report** and these underpin the assessment of potential effects on nightjar presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** which identifies no adverse effects on this species.	
8.7.44	Project should deliver ecological enhancements within the Isle of Axholme.				X	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of	

[43] Natural England. 2019. European Site Conservation Objectives: Supplementary advice on conserving and restoring site features. Thorne and Hatfield Moors Special Protection Area (SPA) Site code: UK9006281. Available at https:// publications.naturalengland.org.uk/publication/6503407711944704 [accessed September 2024]

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						designated sites. Land within the Isle of Axholme is part of these considerations. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 2025 - Design Development Report,** and **Application Document 7.1 Biodiversity Net Gain Report.**	
8.7.45	Concern about the impacts on Crowle wetlands (peat bog) reserve.				X	National Grid recognises the high environmental value of wetlands in peatland habitats. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on important ecological receptors, including protected and notable habitats, and recommends appropriate mitigation in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and control and management measures are outlined in **Application Document 7.2 Outline Code of Construction Practice**. All protected and designated sites within the 10 km Study Area have been assessed as part of the Project's EIA. Crowle Borrow Pits SSSI lies partly within the Order Limits as an existing track through the SSSI will be used for maintenance purposes only. No widening or upgrading of this existing track is required and there will be no direct effects upon the SSSI. The control and management measures are deemed to be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						sufficient to avoid any likely significant indirect effects (such as air quality impacts) It is noted that **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment** has considered both human and ecological receptors including Crowle Borrow Pits SSSI. During construction, the mitigation measures determined in Appendix 15.2 will be implemented to reduce the impact of dust generation**. Application Document 7.2 Outline Code of Construction Practice** secures the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. With the relevant mitigation measures implemented, the residual effect from all dust generating activities is predicted to be not significant, as set out in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**. There is potential hydrological connectivity between the Order Limits and Crowle Brick Pits LWS, however, any potential for significant adverse effects on the LWS will be mitigated through suitable control and management measures, including those relating to pollution prevention. No potential pathways for effect have been identified between the Project and Thorne, Crowle, and Goole Moors SSSI.	
8.7.46	Concern that pylons 4AF100 to 4AF115 will impact wildlife and biodiversity in this location.				**X**	The pylons in this location route around the existing Keadby windfarm. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and considers the potential effects on important ecological features (protected and notable habitats and species) and recommends appropriate mitigation in **Application Document 6.8 Environmental Statement Chapter 8 Ecology. Application Document 6.9 Environmental Statement Chapter 9 Ornithology** provides an assessment of effects on birds and recommends appropriate mitigation for identified effects. Impacts on important ecological features have been avoided through design as far as practicable, for example use of a temporary	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						bridge to cross Paupers Drain Wildlife Site to minimise effects and a water vole habitat enhancement area is proposed north of pylon AF112. A suite of ecological surveys has been carried out to inform mitigation requirements, where avoidance is not possible, with **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments** securing the measures to be adopted by the Project. A Biodiversity Net Gain Assessment has been carried out, which is presented in **Application Document 7.1 Biodiversity Net Gain Report** with the Project designed to achieve at least 10% Biodiversity Net Gain.	
Economic							
8.7.47	Suggests that routeing overhead lines in parallel to existing overhead lines would be cheaper in the long run.				X	Where possible the Project has been designed to be parallel or close parallel with the existing overhead lines to reduce the spread of effects from overhead lines in the landscape. In this Route Section the Project diverges from the existing overhead lines to route around the Keadby Windfarm from Luddington, before rejoining a parallel alignment with the two existing overhead lines at a point south of Beltoft. Options for the route to follow the two existing close parallel overhead lines to the north and south of Keadby Power Station were explored and presented within **Application Document 7.18 Corridor preliminary Routeing Siting Study** (CPRSS) 2023. Existing 132 kV and 400 kV overhead lines, the existing Keadby 1 and 2 power stations, planned Keady Next Generation power station, Keadby Windfarm and other factors such as the village of Keadby, Sheffield and South Yorkshire Navigation and Three Rivers constrain routeing from an environmental and technical perspective in this area.	
Environment							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.48	Requires further information on mitigation of environmental impacts in Isle of Axholme.				X	The level of detail presented during the statutory consultation in 2025 was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). This has included but not be limited to, a range of seasonal habitat and species surveys, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and vegetation cover. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. **Application Document 7.2 Outline Code of Construction Practice** sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 7.3 Register of Environmental Actions and Commitments** secured by a Requirement in **Application Document 3.1 Draft Development Consent Order.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Ground Conditions							
8.7.49	Concern that ground is not suitable for construction.				X	National Grid acknowledge the concerns raised regarding ground conditions and their potential implications for the construction of the project. Intrusive ground investigations and assessment will be undertaken prior to construction, including the measurement and monitoring of groundwater levels, geotechnical and geoenvironmental sampling and testing as appropriate. The information will inform geoenvironmental assessment, where required, and appropriate geotechnical design in relation to the site/structure specific ground conditions, identified by the intrusive ground investigation including ground instability/adverse ground conditions/ground gas etc. Therefore, any risks from these hazards would be considered within the engineering design of the new infrastructure in accordance with good practice. The measure is presented in **Application Document 7.3 Register of Environmental Actions and Commitments** and secured by a Requirement in **Application Document 3.1 Draft Development Consent Order.**	
Landscape and Visual							
8.7.50	Requests National Grid avoid creating a cluttered local landscape around Crowle and Keadby, given the presence of existing overhead lines and other projects.				X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The proposed overhead line routes broadly east of Crowle, crossing the existing ZDA overhead line between Keadby and Crowle. To facilitate this crossing, the existing ZDA overhead line would be split into two sections of lowered overhead line between proposed pylons ZDA119A and ZDA120C. This is to give the required clearance between the proposed and existing overhead line. Six new pylons are proposed and approximately 520 m of existing ZDA overhead line including two pylons would be removed. This type of crossing is referred to as a 'diamond duck under' and is explained further in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. It is acknowledged that the introduction of the proposed overhead line and the duck under will add to the 'clutter' within the landscape, however this is over 1.8 km from the edge of Crowle and over 500 m from the closest settlement at Ealand. The community of Crowle and Ealand is considered within **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. The viewpoint assessment provided in **Application Document 6.7.A3 Viewpoint Assessment (Part 3) Route Section C** provides wirelines of the proposed overhead line and 'diamond duck under', with viewpoint C-01 showing the views from the edge of Ealand.	
8.7.51	Feedback on the contents of the Preliminary Environmental Information Report, including the need for photographic visualisations.		**X**			A series of photomontages are provided in **Application Document 7.16 Photomontages**. Locations have been agreed with local planning authorities and stakeholders and have been produced in accordance with Landscape Institute Technical Guidance Note 06/19 Visual Representation of Development Proposals. The photomontages specific to Route Section 6 include: • VP B-08 - View from Luddington Road (Garthorpe), Year 15 • VP C-01 - View from edge of Ealand, Year 15	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• VP C-03a - View north from the Stainforth and Keadby Canal, Year 15 • VP C-03b - View east from the Stainforth and Keadby Canal, Year 15 • VP D-01 - View from the Peatlands Way (M180 crossing), Year 15 • VP D-03a - View southwest from Belton Road (Beltoft), Year 1 and Year 15 • VP D-03b - View northwest from Belton Road (Beltoft), Year 1 and Year 15.	
8.7.52	Overhead lines will be a blight/eyesore on the landscape. With the number of planned/ existing projects in the Isle of Axholme, the landscape's open horizon is being greatly reduced. Concern about impact on specifically valued local landscapes.		X	X	X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on landscape and visual receptors including communities, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. Individual properties within 400 m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment**. Whilst in much of Route Section 6 the farmland is generally large-scale and open, allowing for expansive views, the wooded escarpment of the Lincolnshire Edge forms a backdrop to the east and the slightly elevated Isle of Axholme creates a well-treed horizon to the south. The low-lying Thorne and Crowle Moors Important Landscape Area lies to the west outside the visual Study Area. In some areas, views are contained by a higher coverage of woodland and trees, especially around the villages, along transport corridors and waterways, and throughout the Isle of Axholme. Locally designated landscapes that may increase the value of the views experienced in Route Section 6 include the Isle of Axholme Area of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Special Historic Landscape Interest, although notably this is a designation based on historic land uses rather than scenic beauty. Elsewhere, detracting elements and features include A-roads, wind farms, and the multiple overhead lines radiating out from the substation adjacent to Keadby Power Station. Views are also locally influenced by industry associated with the larger settlements, particularly along the Trent Valley and the western edge of Scunthorpe. Generally, views tend to be of medium value within the Study Area for Route Section 6, the presence of the existing overhead line, wind turbines and Keadby Power Station reduces the aesthetic and perceptible qualities of views in closer proximity to the proposed overhead line. The majority of this Route Section falls with North Lincolnshire Landscape Character Type (LCT) Trent Levels: Flat Drained Farmland, the assessment provided in **Application Document 6.6.A3 Environmental Statement Appendix 6.3 Landscape Baseline and Assessment**. Significant construction and operational effects on the Trent Levels: Flat Drained Farmland LCT in Route Section 6 are acknowledged due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character. In Route Section 6, the proposed overhead line moves away from being in parallel or close parallel with the existing overhead line. It would therefore extend the influence of high-voltage electricity infrastructure across a wider geographical area leading to a further loss of scenic quality and landscape character.	
8.7.53	Concern about impact on the landscape character of the Isle of Axholme from the alteration of dykes and ditches.				X	The design of the proposed overhead line has had regard to the locations of dykes and ditches throughout the Isle of Axholme. There would be effects from the haul road where it requires crossings of these features, however these effects are temporary and there would	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						be no changes to dykes and ditches within the Isle of Axholme in operation.	
8.7.54	Concern about visual impact on nearby properties, including in Luddington, Crowle and Pademoor.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. The visual effect on communities (using parishes as the visual receptor groups) is considered in **Application Document 6.7.A4 Environmental Statement Appendix 6.7 Visual Baseline and Assessmen**t and individual properties within 400 m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment**. The landscape at Luddington is generally open with minimal existing natural screening from vegetation and therefore the main mitigation measure has been to parallel the existing overhead line. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects on Luddington and helps ensure that the composition and character of the landscape and views is not fundamentally altered. It is acknowledged that to the south of Luddington, the proposed overhead line moves away from the existing overhead line to avoid Keadby Wind Farm. However, the principles of limiting the spread of infrastructure in this area remains the desired approach with views to the south of the village framed by the existing Keadby Wind Farm and multiple existing overhead lines. The effects are considered to be not significant. Views from Crowle are considered in the assessment of Crowle and Ealand. Due to the flat and open nature of the surrounding landscape, construction activities would be clearly visible although	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the majority would be at some distance. This would be particularly noticeable at the edges of the settlements. In operation, as the alignment is in a north to south orientation, this would spread the influence of overhead lines across the wide panoramic views across the flat landscape, however views already contain the existing 400 kV overhead line and wind turbines. The 'diamond duck under' would introduce additional clutter with the four gantries. A significant effect has been acknowledged for those on the eastern edges of Crowle and Ealand during both construction and operation. Views from Pademoor are considered in the assessment of Eastoft. As views south contain Keadby Wind Farm and more distant overhead lines, the value of views is considered to be of lower value, and the effects are considered to be not significant.	
Planning							
8.7.55	Concerned about cumulative negative impacts with existing/ planned developments, particularly around Keadby and Crowle. The Luddington area is already overwhelmed by multiple infrastructure projects.			X	X	Existing and planned development around Keadby and Crowle has been taken into account when considering the Project. With regard to multiple developments impacting specific areas and/ or receptors, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented as part of the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of cumulative impact carried out in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This in summary, is a four stepped	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s), taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) is presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with the aim of minimising the impact of the number of infrastructure projects. Where interrelationships occur, this is reported within **Application Document 5.11 Interrelationship Document.**	
8.7.56	States that the Project is in contravention to the National Planning Policy Framework (NPPF) due to impacts on the Isle of Axholme.				**X**	As a Nationally Significant Infrastructure Project (NSIP) National Grid needs to submit an application for development consent (DCO) for the Project to the Planning Inspectorate. If accepted, the examining authority will be appointed (consisting of one or more examining inspectors) who, after a period of public examination, would make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn would decide on whether a DCO should be granted for the Project. A DCO automatically removes the need to obtain several consents that would otherwise be required for development, such as planning permission. National policy statements set out the government's objectives for NSIPs, with EN1 and EN5 being the relevant to this DCO. The Planning Inspectorate	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						will examine, and the Secretary of State will decide, applications for Development Consent Orders in line with national policy statements with the National Planning Policy Framework (NPPF) being a consideration along with the Planning Practice Guidance: Use of Planning Conditions or any successor documents, where appropriate. Accordingly, the Project's Environmental Impact Assessment has had consideration to the policies within the NPPF and **Application Document 5.5 Planning Statement** details how the project complies with national policy.	
8.7.57	National Grid must ensure the Project meets regulatory compliance.	**X**				National Grid has engaged with statutory undertakers and will develop the Project in compliance with regulatory standards. National Grid will continue to engage with statutory undertakers throughout the Application and examination process, negotiating provisions with them to ensure undertakers are able to continue carrying out their statutory functions. National Grid will be held to the provisions that are agreed in the Development Consent Order, ensuring the Project is delivered in compliance with relevant regulations.	
Socio-economic							
8.7.58	Community benefit will not benefit residents of Crowle.				**X**	National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched its Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Project is granted development consent, National Grid will work closely with local communities, including Crowle to identify where community benefits funds could be spent.	
8.7.59	Concern about the impact on agricultural operations/ reduction in amount of agricultural land in Isle of Axholme, Crowle, Eastoft and Ealand.				X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by a Requirement in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Permanent loss of agricultural land to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation have been kept to a minimum, and are small in scale.	
8.7.60	Concern about the impact on local businesses.				X	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						businesses. To reduce potential impacts, National Grid has identified visitor attractions and businesses that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Where impacts on businesses, recreation and tourism have been identified these have been presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the assessments are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** with no significant effect on tourism facilities anticipated in this Route Section.	
8.7.61	Suggestion for community benefit fund to be used for grants for local community groups in Crowle and Eastoft.				**X**	National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure and welcome the suggestions for use in Crowle and Eastoft. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. The guidance offers a clear framework and will enable us to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched its Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Traffic and Transport							
8.7.62	Request that multiple road closures required during construction are coordinated and managed to avoid grid lock.				X	National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **the TA** with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. The OCTMP establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with the communication strategy set out in the OCTMP, including liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities.	
8.7.63	Concern about impact on construction traffic on local rural roads, including Ox Pasture Lane and Carr Lane in Luddington.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess. PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHA) through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan, to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. The potential use of local rural roads, including Ox Pasture Lane and Carr Lane in Luddington, by construction traffic will be carefully assessed as part of **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessment includes **Application Document 7.15 Transport Assessment**. Results of the assessment indicated there would be negligible	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						construction impacts (not significant) on Carr Lane and Ox Pasture Lane.	
Walkers, cyclists and horse riders							
8.7.64	Concerns for safety of residents in Crowle using local roads for walking, running and cycling during construction.				X	National Grid acknowledges the concerns raised regarding the potential effects of construction traffic and construction activities on horse riders, cyclists, pedestrians, runners, dog walkers and other vulnerable road users, including the safety of users on local roads, Public Rights of Way (PRoW), National Cycle Network routes, recreational routes and in the vicinity of schools, level crossings and other sensitive locations. The potential impacts on vulnerable road users have been considered as part of the iterative design process within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The assessment has informed the construction access strategy and the development of traffic management measures to minimise interactions between construction traffic and vulnerable road users, where reasonably practicable. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), establishes the framework for the management of construction traffic during the construction period. Where construction traffic interfaces with PRoW, cycle routes, recreational routes or other areas regularly used by vulnerable road users, appropriate management measures will be implemented to maintain safety and minimise disruption. These measures may include temporary traffic management, signage, banksmen or traffic management operatives, marshalled crossings, reduced speed limits where appropriate, and clearly defined crossing points. Where temporary closures or diversions are required, these will be managed in accordance with the OCTMP and **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 7.6 Outline Public Rights of Way Management Plan and implemented in consultation with the relevant highway and PRoW authorities. National Grid also recognises the importance of maintaining safe access for pedestrians, cyclists and other recreational users at locations where construction traffic may interface with popular walking, cycling and recreational routes. Construction traffic management measures will be designed to minimise disruption to these users and maintain safe passage where reasonably practicable and does not jeopardise highway safety. Where construction activities interface with other transport infrastructure, including level crossings, National Grid will continue to engage with the relevant infrastructure managers and highway authorities to ensure that appropriate traffic management measures are developed and implemented. Prior to construction, the appointed Contractor(s) will prepare a detailed Construction Traffic Management Plan (CTMP), in consultation with the relevant highway authorities, which will identify the detailed traffic management arrangements and mitigation measures required to maintain the safety of vulnerable road users throughout the construction period. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) outlines measures to manage construction vehicle movements and ensure the safety of all road users, including residents who walk, run, or cycle on local roads in and around Crowle. The OCTMP will set out measures to control routeing, timing, and driver behaviour, and will include provisions such as temporary signage, speed management, and communication with the local community to minimise disruption and maintain safe conditions throughout the construction period.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.7.65	Concern about the negative impact on Public Rights of Way that run north to south across the Isle of Axeholme.		X			National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Public Rights of Way in the Isle of Axeholme area have been considered as part of **Application Document 7.6 Outline Public Rights of Way Management Plan**. Further information relating to the temporary closures of PRoWs, including the location, duration, diversions and other management measures, is also included in this document. Any PRoWs subject to a temporary closures and requiring a diversion are a presented in **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans.** Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment (TA).** The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section.	
8.7.66	Request for further information on mitigation of closures/ diversions.		**X**			The level of detail presented during the statutory consultation in 2025 was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network, the existing Public Rights of Way (PRoW) network and wider connectivity, which the Project may need to utilise during both the construction and operation phases. As part of this assessment, National Grid has worked closely with the relevant highway authorities and Public Rights of Way (PRoW) Officers to understand	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and gain information on PRoW network. This is documented within **Application Document 5.9 Statement of Common Ground** with the Local Highway Authorities (LHAs). This information has been used to inform and guide **Application Document 7.6 Outline Public Rights of Way Management Plan**. Further information relating to the temporary closures of PRoWs, including the location, duration, diversions and other management measures, is set out within **Application Document 7.6 Public Rights of Way Management Plan.** Any PRoWs subject to a temporary closures and requiring a diversion, these are a presented in **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans.**	
Water, Flood Risk and Drainage							
8.7.67	Concern about impact on field drainage from construction.			**X**		National Grid has sought to reduce the impact on watercourses and the land drainage regime through the routeing and siting exercise, seeking to avoid potential interactions through careful siting of infrastructure and pylons, and maintaining riparian buffers. The Environmental Statement (ES) and **Application Document 7.12 Water Framework Directive** (WFD) **Assessment** that has been prepared assess the potential for effects on all attributes of the watercourses within the Study Area, including on their water quality, flow regimes, morphology and land drainage functions, considering both construction and the operation of the Project. These assessments have been prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the assessment are within Section 11.10 of **Application Document 6.11 Environmental Statement Chapter 11 Water Environment**. The ES includes consideration of the potential for impacts, both temporary and permanent, on existing land drainage regimes and existing drainage infrastructure serving farmland. Surveys and landowner engagement have been	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						undertaken to understand existing field drainage systems within the Order Limits. **Application Document 7.13.A1 Appendix 1 Construction Surface Water Management Plan** has been produced to support the ES, which sets out the measures that will be adopted for managing runoff within the construction areas. National Grid's flood risk and drainage consultants have worked closely with the Environment Agency, and other relevant stakeholders, to ensure that the development does not increase flood risk or exacerbate any existing drainage issues. In addition to this, as the Project advances, National Grid will work closely with directly impacted landowners who may be affected by our proposals, in order to minimise our impacts on their land and operations, and the Project's impact on the wider area. Specifically, National Grid has made a commitment within **Application Document 7.3 Register of Environmental Actions and Commitments**, to install replacement land drainage schemes where appropriate. During the detailed design stage of the Project a specialised drainage contractor(s) will provide advice, and the relevant Lead Local Flood Authority or Internal Drainage Board, in addition to affected landowners, will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers.	

Table 8.8 – Summary of consultee feedback and National Grid's response for Section 7: M180 motorway - Graizelound

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Air Quality							
8.8.1	Concern about construction-related air quality impacts on villages within the Isle of Axholme, including dust and dirt generated by vehicles.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts on air quality, including dust and dirt generated by vehicles. Villages within the Isle of Axholme sitting within 250 m of the Order Limits including Belton, Beltoft, Epworth, Haxey and Owston Ferry and East Lound have been assessed within the Projects construction risk dust Study Area as presented within the Environmental Statement prepared in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** considers the potential effects and recommends appropriate mitigation to reduce effects from construction activities, informed by **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment.** The assessment has considered both human and ecological receptors within the 250 m Study Area, which includes human receptors in the Isle of Axholme. During construction, the mitigation measures determined and presented in **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment** will be implemented to reduce the impact of dust generation and construction vehicle emissions. Embedded control and management and additional measures during the construction and operational (and maintenance) phase in relation to air quality are contained in **Application Document 7.3 Register of**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Actions and Commitments. Measures of relevance to air quality include sensitive routeing and siting to develop the overhead line alignment by avoiding and reducing, as far as practicable, impacts on identified receptors and the inclusion of strategically located and optimised temporary haul road along the Project alignment to reduce the effects of construction traffic movements on the local public highway network during construction, the provision of wheel washing facilities to be provided at each main compound and road sweepers to be deployed on public roads where necessary to prevent excessive dust or must deposits. Dry sweeping of large areas will be avoided.	
Construction							
8.8.2	Access routes must be carefully considered given the nature of local road infrastructure. Tight bends and narrow road widths throughout villages in the area generate risk for HGVs.			X	X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities.	
8.8.3	The installation of a bridge for access purposes between pylon 4AF158 and pylon 4AF159 is unfeasible due to the presence of private			**X**		National Grid is not proposing the installation of a bridge between 4AF158 and 4AF159, as part of the project design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	utility assets and lack of manoeuvrability for HGVs.						
8.8.4	Concern about construction activity causing local disruption adjacent to residential properties (vehicle movements, heavy plant, machinery), including around pylon 4AF148.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on residential properties arising from vehicle movements heavy plant and machinery however it is noted that there are a small number of individual properties within proximity to pylon 4AF148 within this location. National Grid recognises that construction activity has the potential to cause temporary disturbance, particularly where works are located close to residential properties. Potential effects relating to construction traffic noise and general activity have been assessed within the Environmental Impact Assessment. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects arising from vehicle movements, heavy plant and machinery in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. Potential significant adverse effects from construction noise and vibration have been identified at this location, without mitigation, However, no residual significant adverse effects from noise and vibration are anticipated where standard noise and vibration mitigation measures are employed to reduce effects. Such measures are secured in **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 7.3 Register of Environmental Actions and Commitments. Construction impacts will be temporary and managed through the secured **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and associated management plans. These measures will include defined construction working hours to limit disturbance during evenings, nights and weekends, controls on construction noise and vibration including the use of appropriate plant, maintenance of equipment and monitoring where required, dust management measures, traffic management arrangement to control vehicle routeing and minimise unnecessary movements through residential areas, communication procedures to keep residents informed with the planned works. Access routes have been carefully planned to reduce impacts on the local community wherever practicable. Where works are required in close proximity to homes activities will be programmed to minimise duration and intensity of disturbance and land will be reinstated following completion. The CoCP sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors, including residential properties during construction and includes a commitment to communicate information about the proposed works to local communities to reduce any potential temporary disruption. **Application Document 7.15 Transport Assessment** assesses the potential effects on the local and wider transport network during construction and National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements, and sets out the good practice	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
8.8.5	Concern about further subsidence on/ damage to local roads due to volume of construction traffic/ Local roads are already poorly maintained with many potholes.				X	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through Application Document 7.4 Outline Construction Traffic Management Plan (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.8.6	Concern expressed about the impact of construction site workers in rural locations.				X	National Grid recognises that tourism is an important consideration for local communities and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** identifies and assesses the likely significant effects on local communities, including the impact of workers needed to undertake the construction works. The assessment has concluded that there will be no significant effects on local facilities and accommodation capacity during construction phase. The workforce required to deliver the project will vary throughout the construction programme and will be managed through an agreed Code of Construction Practice secured within the Application. This will include measures to ensure that construction activities are undertaken responsibly and with consideration for local communities. Key measures included within **Application Document 7.2 Outline Code of Construction Practice** include key measures such as clear workforce management procedures	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and site induction requirements, codes of conduct governing behaviour, defined working hours, managed access and parking arrangements to prevent inappropriate parking in villages and communication with local authorities and where appropriate local service providers. The construction phase is temporary in nature and National Grid is committed to ensuring that the workforce operates in a manner that is respectful on the rural setting and local community. Measures to manage construction traffic impacts are included within **Application 7.4 Outline Construction Traffic Management Plan** and includes an Outline Construction Worker Travel Plan that establishes the principles, objectives and minimum requirements for managing construction workforce travel in a sustainable manner.	
8.8.7	More consideration should be given to compound locations in Haxey.			**X**		There are no construction compounds in the vicinity of Haxey. The nearest construction compound to Haxey lies roughly 3 km to the south of Tindale Bank Road. National Grid recognises that the location of construction compounds can influence local impacts. Consideration has been given during the Project's design to the compound locations. These have been identified following a site selection process that considers the proximity to working areas to reduce construction traffic distances, to maintain safe and suitable access to the highway network, to ensure separation from residential properties where reasonably practicable, environmental constraints including ecology, heritage, flood risk, land availability and engineering practicality. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** set out the routeing and siting activities considered, which have informed the Project's design. All proposed compounds are assessed within the Environmental Impact Assessment including their temporary effects during construction. Mitigation measures secured through	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.2 Outline Code of Construction Practice, Application 7.4 Outline Construction Traffic Management Plan and **Application Document 7.3 Register of Environmental Actions and Commitments** will manage impacts such as noise and lighting controls, restricted working hours, traffic routine, site screening where appropriate and reinstatement of land following completion.	
8.8.8	Concern that high winds and the flat terrain in Beltoft has the potential to disrupt/ damage overhead lines.				X	Overhead lines are designed to remain generally robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. This is one of the reasons that the majority of the existing National Grid network is made up of overhead lines which are very reliable forms of power transmission. The design of pylons and foundations takes into account site specific wind loading calculations, terrain characteristics and exposure and conductor tension and movement. Flat terrain in this location does not inherently increase vulnerability and can allow for predictable wind modelling and appropriate structural design. National Grid is satisfied that the Project will be designed and maintained to operate safely and reliably under foreseeable weather conditions in Beltoft.	
Consultation							
8.8.9	Consultation materials included in the Epworth consultation event were useful.				X	National Grid thanks the consultee for their comments on the Epworth consultation event.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Praise for staff attending the Epworth consultation event.						
8.8.10	Consultation materials do not make clear the rationale for progressing with this section of the Project/ materials are lacking detail about financial, environmental and engineering assessments.				X	National Grid notes the concern regarding the level of detail presented within the consultation materials. The purpose of statutory consultation is to present a developing proposal in sufficient detail to enable meaningful feedback, while recognising that certain assessments continue to evolve through the design process. As part of the statutory consultation, National Grid presented the following documents which provided the details available at that time on the financial, environmental and engineering assessments. Each document published as part of the statutory consultation was designed to fulfil a specific purpose. • Project Background Document; provided an overview of the project, summarising our technical documents and providing information on how to take part in the consultation • Strategic Options Report update; provided an overview of our appraisal approach and strategic options considered including financial details and engineering assessments • Design Development Report; detailed the design work National Grid has undertaken since the 2023 consultation • Preliminary Environmental Information Report set out the preliminary findings from the environmental studies and assessments National Grid are carrying out to develop our proposals In the production of our consultation materials National Grid sought to balance clarity and accessibility with technical accuracy and will continue to provide further information where helpful to support understanding of the project's rationale and design evolution.	
Cultural Heritage							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.11	Concern about the impact on heritage assets, including medieval ancient open strip fields and the visual amenity of the Old Rectory.				X	National Grid recognises the historic and landscape value of the Isle of Axholme including its distinctive medieval open strip field patterns and associated historic landscape character, and the Project has been designed to avoid environmentally sensitive features as far as reasonably practicable. As a result, the majority of the proposed overhead line, within the Isle of Axholme, would cross through an area categorised as Recently Enclosed Land, which has a low sensitivity to change, and would avoid the area categorised as Ancient Open Strip Fields which has the highest sensitivity to change. **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** assesses a minor adverse effect to the Isle of Axholme from the construction and operation of the Project. This recognises that the area of greatest sensitivity, the Ancient Open Strip Fields, would not be physically impacted or altered by the Project, but its character would experience change. Potential effects on heritage assets, including the Ancient Open Strip Fields within the Isle of Axholme, have been assessed within **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. **Application Document 6.10.A2 Environmental Statement Appendix 10.2 Cultural Heritage Baseline Report** contains a detailed assessment of the historic landscape which describes the heritage value of individual components of the historic landscape at the Isle of Axholme that may be affected by the Project, including the medieval strip fields, dykes, ditches and hedgerows, and also describes the character and heritage value of areas of historic landscape, including the Isle of Axholme. The baseline report is enhanced by an aerial photograph and LiDAR assessment which is presented in **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The assessment has considered direct physical impacts on known archaeological remains, effects on the setting of heritage assets, impacts on historic landscape character, including surviving ridge and furrow and strip field systems, and the interrelationship between heritage assets and landscape character. The design process has sought, where reasonably practicable, to avoid direct impacts on known heritage features. Where avoidance is not possible appropriate mitigation measures will be implemented, these include archaeological surveys and targeted investigation prior to construction, archaeological watching brief during groundworks and recording and preservation by record where required. Mitigation measures agreed with the archaeology advisor to the local planning authority are detailed in **Application Document 7.9 Overarching Archaeological Written Scheme of Investigation** and **Application Document 7.10 Cultural Heritage Management Plan.** In relation to visual amenity the landscape assessment in **Application Document 6.6 Environmental Statement Chapter 6 Landscape,** and visual impact assessment presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual** has assessed the potential effects of the Project on the landscape character and views within the Isle of Axholme. The Isle's expansive open character is recognised within the assessment. The routeing of the overhead line has sought to respond to this landscape context including consideration of existing infrastructure, field patterns and settlement distribution. National Grid acknowledges that overhead lines are visible infrastructure and may alter aspects of the landscape. The assessment identifies the nature and degree of change of proposed mitigation where appropriate while balancing technical and operational requirements.	
8.8.12	National Grid is taking the status of the Isle of				X	The Isle of Axholme is recognised by the Project as an Area of Special Historic Landscape, the heritage value of which derives	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Axholme as a Site of Special Historic Interest for granted by choosing to mitigate the impacts of the proposed overhead line on the historic landscape rather than preserving it outright.					from its rural character and examples of open-field cultivation and settlement that have persisted since the medieval period. The character and heritage value of the area has been a key consideration in the design of the Project, and opportunities to minimise visual impacts, such as siting proposed infrastructure in proximity to existing infrastructure, have been adopted where feasible. The design approach has followed the established mitigation hierarchy of avoidance, reduction and minimisation of impact and thirdly through mitigation and compensation. National policy recognises that infrastructure projects must balance the protection of heritage assets within the delivery of essential national infrastructure. Preservation in situ is prioritised where feasible and proportionate, however, complete avoidance is not always practicable when considering technical, environmental and operational constraints. The status of the Isle of Axholme is not taken for granted, rather its significance has informed route development and assessment. Where impacts on the setting or historic landscape character are identified, these are transparently assessed and mitigation is proposed. The application documentation enables the decision maker to weigh any identified heritage harm against the public benefits of the project in accordance with relevant policy and statutory duties. National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate additional mitigation (archaeological investigation and recording) in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.9 Outline Archaeological Written Scheme of Investigation.	
8.8.13	National Grid needs to confirm how the significance of the Isle of Axholme's historic environment/ landscape, including Ancient Open Strip Fields, will be evaluated, who will evaluate the landscape assets and what timescales this analysis will abide by.				X	National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage. Application Document 6.10.A2 Environmental Statement Appendix 10.2 Cultural Heritage Baseline Report** contains an assessment of the historic landscape through which the Project passes. This describes the heritage value of individual components of the historic landscape that may be affected by the Project, including strip fields, dykes, ditches and hedgerows, and also describes the value of areas of historic landscape, including the Isle of Axholme. The baseline report and identification of buried and/or denuded historic landscape features has been enhanced by an aerial photograph and LiDAR assessment which is presented in **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report**.	
8.8.14	The Project is in contravention of Holford Rule 2 as the proposed route goes through an area of high amenity and historical value.				X	The Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. It is acknowledged that the Project passes through the Isle of Axholme Area of Special Historic Landscape Interest (ASHLI). The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Preliminary Routeing and Siting Study (CPRSS). This was published in support of the stage one non-statutory consultation in 2023 and was available on our Project website during and after statutory consultation. This concluded that paralleling the existing overhead line through the ASHLI would be preferred, reducing the effects on the wider landscape by keeping infrastructure together in the landscape and views. National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** and assesses a minor adverse effect to the Isle of Axholme from the construction and operation of the Project.	
8.8.15	Concerns about impact on the views from across open fields west from Beltoft towards All Saints Church in Belton.				**X**	National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** and has assessed a minor adverse effect to the experience of views from Beltoft towards All Saints Church in Belton. The viewpoint which supports the assessment is submitted as HVP36a (D-03a): View from Belton Road (Beltoft) in **Application Document 6.10.A3 Environmental Statement Appendix 10.3 Cultural Heritage Visualisations**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.16	Concern about the impact on views from Beltoft Mound Neolithic Barrow.				X	National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including impact arising from changes within an asset's setting and the appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets where there is an impact arising from the Project and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. Changes to views from heritage assets, where the view contributes to an asset's setting and heritage value, have been assessed in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. The asset referenced as Beltoft Mound Neolithic Barrow is not recorded on the local planning authority's Historic Environment Record (HER) with this name, and it is assumed the asset referenced is Clouds Lane mound. Clouds Lane mound, which has been described as a possible Neolithic long barrow, is recorded in North Lincolnshire HER as the site of a possible Late Neolithic to Bronze Age henge (Monument ID MLS904) due to its circular form, and associated pits, and is located approximately 760 m east of the pylons that would be constructed for the Project. The view from the possible henge, which is a non-designated heritage asset, is not an integral component of its setting that contributes to its appreciation and heritage value, but the recognition of the asset as a landscape funerary monument, which has an associative relationship with other features of the historic landscape, is discussed in the ES.	
8.8.17	Concern about the impact on views towards				X	National Grid has engaged with Historic England and North Lincolnshire Council on aspects relating to heritage, including	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	ancient small lake on the southern edge of Beltoft on Epworth Road.					appropriate mitigation measures and techniques. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. The site of a former small lake, recorded as a fishpond in the Historic Environment Record (MLS11692), is located to the east of the Order Limits and will not be physically impacted by the Project. The asset is located within a small, wooded area. Views towards the former fishpond do not contribute to its setting and do not contribute to its heritage value. Pylon 4AF137 would be visible in the background of views from Beltoft towards the asset but would not obstruct views.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.18	Impact on Grade II listed building adjacent to the proposed location for pylon 4AF135.				X	The nearest designated heritage asset to pylon 4AF135 is Grade II listed Blacksmith's Shop (NHLE 1083289), located outside of the Order Limits, approximately 470 m southeast of pylon 4AF135, and Grade II listed Beltoft House (NHLE 1083290), approximately 650 m southeast of pylon 4AF135. Both are within the village of Beltoft. There would be no physical impacts to the Grade II listed buildings as a result of the Project, and changes to their setting, within Beltoft village, would not result in significant effects, as assessed in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. Viewpoints which support the assessment and demonstrate the level of change to setting are presented in **Application Document 6.10.A3 Environmental Statement Appendix 10.3 Cultural Heritage Visualisations**.	
8.8.19	Concern about the impacts on the Axholme Area of Special Historic Landscape Interest.				X	The Isle of Axholme is a non-designated heritage asset but is designated in local planning policy as Isle of Axholme Area of Special Historic Landscape Interest. As illustrated on **Application Document 6.10.F5 Environmental Statement Figure 10.5 Isle of Axholme Special Historic Landscape Character Zones**, the route of the proposed overhead line has avoided the area categorised as Ancient Open Strip Fields, as far as practicable. The largest part of the proposed overhead line within the Isle of Axholme passes through a less sensitive area of Recently Enclosed Land and a small part of Early Enclosed Land, with the Project only passing through the area categorised as Ancient Open Strip Fields between proposed pylons 4AF134 and 4AF136 in the north, and at proposed pylon 4AF156 in the south. **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** assesses there would be a temporary minor	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						adverse effect to the Isle of Axholme during construction, and a permanent minor adverse effect during operation.	
Design							
8.8.20	National Grid's response in Section 8.8.11, page 128 of the Non-Statutory Consultation Feedback Report evidence that financial considerations have taken precedent over the landscape, heritage and communities in Route Section 7, which would not be the case had other options been selected.				X	Cost is one of the factors that needs to be considered in making decisions on the Project. National Grid has carefully considered feedback received during all stages of consultation on the Project, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Response 8.8.11 references a request to route to the east of the existing overhead lines in the southern part of Route Section 7. This suggested route would require two sections of underground cable to enable the crossing of the existing close parallel overhead lines, which adds technical and environmental complexities to the delivery of the Project, impacting on our statutory duties and obligations. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) published in support of the stage one non-statutory consultation in 2023 and was available on our Project website during and after statutory consultation. Effects to landscape, heritage and communities has been assessed as part of the Projects Environmental Impact Assessment which provides a transparent assessment of likely significant effects, enabling stakeholders and the decision maker to weigh any identified harm against the wider public benefits of the Project. The alignment is seeking to represent a planning balance between competing objectives with routeing decisions	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						made on the basis of an overall alignment rather than a single receptor.	
8.8.21	Cost is the clear driver for the route selection in Route Section 7, with gaining approval/ consent for the Project the priority. Factors such as communities and the countryside have not been properly considered.				X	Cost is one of the factors that needs to be considered in making decisions on the Project. National Grid has carefully considered feedback received during all stages of consultation on the Project, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects where required. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) published in support of the stage one non-statutory consultation in 2023 and was available on our Project website during and after statutory consultation. Effects to landscape, heritage, biodiversity and communities has been assessed as part of the Project's Environmental Impact Assessment which provides a transparent assessment of likely significant effects, enabling stakeholders and the decision maker to weigh any identified harm against the wider public benefits of the Project. The alignment is seeking to represent a planning balance between competing objectives with routeing decisions made on the basis of an overall alignment rather than a single receptor.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.22	Preference expressed for ECO2 route identified in the 2023 Strategic Options Report as presented in the Stage 1 Non-Statutory consultation. This route follows the existing lines to the east of Beltoft because it is shorter, cheaper, and less impactful. The cost-benefit analysis of ECO1 and ECO2 within the Strategic Options Report does not refute this.				X	The Strategic Options Report update presented at statutory consultation considered the revised need case and the strategic options for meeting that need. An update to the report is presented in Application Document 7.17 Strategic Options Report including needs case. The Project is required to provide an increase of more than 6 GW across the B8 boundary and facilitate additional generation connections in the vicinity of Creyke Beck. Strategic option ECO 1 involves the construction of a new approximately 85 km transmission circuit between new substations at Creyke Beck and High Marnham, while ECO 2 involves a new approximately 75 km transmission circuit between Creyke Beck and Cottam. ECO 1 was identified as the preferred option because it provides greater benefits in increasing transfer capability across the B8 boundary and is located closer to centres of electricity demand. In addition, a connection into the proposed new substation at High Marnham is less constrained by existing infrastructure and presents fewer routeing, construction and delivery challenges than a connection to the existing substation at Cottam. The assessment also identified lower constructability risks and a more suitable location for the required substation infrastructure at High Marnham. While ECO 2 benefits from a shorter route and correspondingly lower lifetime circuit costs, this advantage is largely offset by the higher cost of substation works at Cottam, resulting in only a marginal difference in overall scheme cost between the two options. Taking account of technical performance, deliverability, risk, cost, and environmental and socio-economic considerations, National Grid concluded that ECO 1 represented the most advantageous option overall.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.23	Concern that overhead lines are too close to Beltoft. Opposition to villages / properties, including in Beltoft having overhead lines on either side.				X	National Grid recognises the concern regarding the proximity of the overhead line infrastructure to Beltoft. A principle of the Project's design is to parallel the existing overhead lines where technically and environmentally feasible. At this section of the route, a number of design requests have culminated in the alignment moving around 100m closer to the settlement of Beltoft than presented at statutory consultation. The changes to the design culminate in a reduction of haul road length, a reduction of highway widening required and the requirement for fewer culverts. The design changes made in this section of the alignment also result in lower pylon heights and an increase to the length of parallel alignment of the new overhead line with the two existing overhead lines, minimising impacts on the Isle of Axholme Area of Special Historic Landscape Interest. Further details of routeing selection are within **Application Document 5.9 Design Development Report.** The Environmental Impact Assessment includes a detailed landscape and visual impact assessment which considers views from settlements including cumulative visibility and the experience of residents and visitors. **Application Document 6.7 Environmental Statement Chapter 7 Visual** provides detail on the significant effect of the Project to Beltoft in respect of the visual impacts. Mitigation planting is proposed on the western entrance of the village to provide screening in this location.	
8.8.24	The overhead line should be undergrounded between pylon 4AF128 and pylon 4AF145, away from Beltoft.				X	National Grid has carefully considered the feedback received during consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project. Where assessments have determined that mitigation planting is required as a result of the Project this has been incorporated into the Project within the Order Limits. **Application Document 7.8 Outline Landscape and Ecology Management Plan** presents the mitigation planting secured through Requirements within **Application Document 3.1 Draft Development Consent Order.**	
8.8.25	National Grid did not clearly explain the rationale behind not undergrounding lines in the southern part of Route Section 7, which was referenced in 8.8.11, page 128 of the Non-Statutory Consultation Report. Overhead lines should be routed underground through the Isle of Axholme.				X	The choice between overhead line and underground cable has been informed by a combination of technical, environmental, economic and deliverability considerations consistent with national policy and established industry practice. National Grid does not favour one single solution. Overhead lines are established and proven technology for long distance high voltage electricity transmission. They can be easier to inspect, maintain and repair resulting in shorter outage times in the event of faults. Underground cables can require significant jointing bays and sealing end compounds at intervals which themselves introduced surface infrastructure. While undergrounding reduces visual effects, it requires a continuous construction corridor, typically wider than that required for overhead line pylon foundations. Underground installation involves extensive excavations, soil stripping and reinstatement along the full length. There can be greater impacts on soils including peat, agricultural land drainage systems, archaeology and ecology due to the continuous	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						trenching. Underground cable at transmission voltage is significantly more expensive than overhead line infrastructure, both in capital costs and in repair complexity. National policy requires that costs are proportionate and that undergrounding is considered where there are particularly sensitive receptors, rather than as a default solution. National Grid has considered undergrounding as part of the route appraisal process. However, when assessed against engineering feasibility, environmental impacts including construction disturbance, operational resilience and cost, overhead line infrastructure was identified as the most appropriate solution for the route. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project.	
8.8.26	Overhead lines should take shortest, most direct route. The overhead line route from Hull to Nottingham via Beltoft does not comply with this.				X	National Grid recognises the view that a shorter, more direct route may appear preferable. In practice, however, route selection for high voltage headlines must balance a wide range of considerations rather than focusing solely on distance. While overall route length is an important factor influencing cost, land use and efficiency, the alignment must also take account of proximity to settlements and residential properties, environmental designations and sensitive habitats, heritage assets, landscapes, topography, ground conditions and drainage, existing infrastructure corridors, engineering and safety requirements. A strictly straight-line route may result in greater impacts on villages, ecological sites or other constraints. In some cases, modest variations from the shortest alignment reduce overall environmental effects, even if the route is marginally longer. The findings and justifications for the selection of the route corridor which has been selected for the alignment was presented within **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS), and **Application Document 7.19**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Supplementary Corridor Routeing Report (SCRR) with **Application Document 7.20 Design Development Report 2025** providing detail on the route alignment presented at statutory consultation. Within the CPRSS, a shorter route between Creyke Beck Substation and High Marnham Power Station was appraised (Corridor 3) and was determined to have the potential for a number of adverse impacts throughout Corridor 3 across the environmental and socio-economic topics considered. Key constraints associated with this corridor included the Yorkshire Wolds Important Landscape Area; River Ouse crossing; and Humber Estuary designated sites and Blacktoft Sands Royal Society for the Protection of Birds (RSPB) Nature Reserve; Keadby Windfarm; and existing transmission infrastructure. It has not, therefore been possible to route as requested in this feedback.	
8.8.27	Request that overhead lines should be routed in close parallel with existing overhead lines near Beltoft.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed are presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) and details of final routeing selection are within **Application Document 5.9 Design Development Report.** Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. The Project crosses the M180 motorway into Route Section 7, following a section of route which had to deviate from parallel due to existing constraints at Keadby Windfarm. Within the design presented at statutory consultation, the overhead line routed in a straight line between Belton to the west and Beltoft to the east,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						oversailing the M180. A change has since been identified that routes the 4AF proposed overhead line in close parallel with existing ZDA and 4TM overhead lines for two additional spans, bringing the proposed overhead line into close parallel earlier as is sought through this request. Taking forward this option has also enabled a general reduction in pylon heights in the area, reducing their visual impact. The realignment does bring the Project closer to Beltoft and further from Belton, whilst avoiding the woodland area north of the M180 however, on balance, National Grid have taken this design forward given the greater length of triple paralleling and a general decrease in pylon heights.	
8.8.28	Request that the access route at ///group.hoops.angry is moved in a northwest direction to ///sweetener.sketches.lion. Access routes should follow existing routes, and additional access points should be avoided.			X		National Grid has considered the request to move the temporary construction haul road to pylon 4AF166 in a north western direction to follow existing tracks and avoid creating additional access points in this area. However, this request would result in greater environmental impacts in respect of hedgerow loss, additional watercourse crossings and technical concerns regarding constraints to working areas. For these reasons the request has not been incorporated into the Project design.	
8.8.29	Request that the route between pylons AF138 and AF145 is straightened rather than angling eastwards then westwards. This would move the overhead line away from properties and enable cost-efficiencies.				X	National Grid has considered the respondent's request to straighten the alignment of the overhead line between pylons 4AF138 and 4AF145. Within Route Section 7 the alignment has been designed to be parallel or close parallel with the existing overhead lines. This is to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead lines, rather than spreading impacts to areas not currently affected. It also helps form a coherent appearance, in line	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with Holford Rule 6. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. This request would lead to a loss of a parallel alignment with the existing overhead line infrastructure and the addition of tension pylons, resulting in a greater visual impact in an area of historic landscape interest. For these reasons the request has not been incorporated into the Project design.	
8.8.30	Request for movement of lines northeast of Wood Farm towards Beltoft. Requested for avoidance of the consultee's property due to concerns related to property value and construction impacts. Request for movement of the overhead line towards woodland located at ///valued.headlight.engages in a northeast direction. Requested for avoidance of the specified property due to concerns related to property value and construction impacts. Request to move overhead lines to the				X	National Grid has considered the request to alter the alignment in this location. The request concerns pylons between pylon 4AF132 and pylon 4AF142. Within Route Section 7 the alignment has been designed to be parallel or close parallel with the existing overhead lines. This is to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead, rather than spreading impacts to areas not currently affected. It also helps form a coherent appearance, in line with Holford Rule 6. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Route alignment inevitably involves balancing competing considerations across the wider corridor. The realignment request has been assessed with consideration of landscape and visual effects on the affected villages, residential amenity, heritage and environmental constraints, engineering feasibility, safety and overall route efficiency. The request would enable a general height decrease across this section of the alignment and a reduction to the angle of deviation on pylon 4AF132. The realignment and associated use of a continuous haul road would increase the length of the stone haul road by approximately 500 m but would	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	boundaries of Woods Farm, Beltoft. Requested for avoidance of the consultee's property due to concerns related to property value and construction impacts.					reduce the extent of highway widening by 880 m, taking HGVs off the local road network and facilitating a net reduction of two bellmouths compared to the 2025 design. Whilst the request would bring the alignment closer to Beltoft (approximately from 370m to 270m), it does help further minimise impacts on the Isle of Axholme Area of Special Historic Landscape Interest by increasing the length of triple parallel with the existing overhead lines. In the interests of minimising impacts on the Isle of Axholme Area of Special Historic Landscape Interest, the request has been incorporated into the Project's design. It is noted that the design change brings the alignment closer to Beltoft however the effects are not assessed as being materially worse and mitigation planting is proposed to reduce the visual impacts on the residents of Beltoft. Mitigation measures to reduce effects on the environment are outlined in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan** and are secured via **Application Document 3.1 Draft Development Consent Order.**	
8.8.31	Respondents ask to use existing track off Belton Road which is not privately owned instead of the private one which leads to Temple Gardens. Respondent believes that their privately owned access route is being proposed to be used.				**X**	National Grid considered this request to alter the access route leading to Temple Gardens. However, the use of the track requested would increase the number of landowners impacted by the access route. Use of the access track is for planting access only and will therefore be minimal in its use.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.32	Request for pylon 4AF167 to be moved further back from a specified residential property. This should be achieved by altering the course of the overhead line at pylon 4AF163. 4AF167's would be further back from the three specified properties.			X		National Grid considered this request to reroute the overhead line from pylon 4AF163. The change would result in a longer overhead line route length and would introduce a sharp angle increasing visual impact. This alignment also would require a longer offline haul road, resulting in more vegetation impacts, as the overhead line is farther from the main highway network. For these reasons the request has not been incorporated into the Project's design.	
8.8.33	Request that pylon 4AF159 and pylon 4AF160 are moved to behind the small, wooded area (west of proposed positioning) behind specified properties. This location is preferred as there is already natural screening. This would reduce loss of trees along roadside of Station Road, lessen the impact on landscape and ecological impact, avoid a private water pipeline and reduce the need to access the site directly			X		National Grid considered this request to move pylons 4AF159 and 4AF160 westwards. This change would result in the existing woodland blocks off Ferry Road being impacted and an increase in vegetation impacts compared to the current design. Alongside these environmental considerations the request would result in increased technical complexities during construction, with sharper angles required and the interaction with the intersection between Ferry Road and Carr Lane requiring complex crossing protection. The oblique crossing of Ferry Road would result in the loss of woodland south of the road and removal of trees along a property boundary, while the crossing of Stockwith Road near Warping Drain would likely require protection over small drains in wet, boggy ground associated with a local wildlife site. Near 4AF164, where the alignment rejoins the baseline, the route intersects a drain, which would likely necessitate a watercourse diversion and complicate stringing operations across multiple fields separated by drains, increasing access challenges and would result in impacts to existing woodland along the Chesterfield Canal which	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	behind specified property.					is designated as deciduous woodland. For these reasons the request has not been incorporated into the Project's design.	
8.8.34	Overhead lines should be undergrounded from north of the M180 to the far side of Epworth. This would reduce impact on landscape, villages, residents. Suggestion that the proposed overhead line route should be located either to the east or west of the Isle of Axholme, rather than passing through its centre. The current alignment would cross the area from north of the M180, through agricultural land between Belton and Beltoft (locally known as Beltoft Fields), across Hollingsworth Lane and towards Epworth, where it would then run parallel to the existing overhead lines. Routing the infrastructure around the Isle of Axholme would help to reduce impacts on the				X	The routeing of the new electricity transmission infrastructure is based upon a strong presumption that this should be an overhead line in accordance with government policy. National Grid has carefully considered feedback received during all stages of consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid is aware that there is a desire for the area of the Isle of Axholme to be considered as an AONB (now known as National Landscape). Currently, no consultation has been undertaken by Natural England on any proposal to designate the Isle of Axholme as an AONB (National Landscape). As such, based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. National Grid has considered the sensitivities of this area in the routeing of the new overhead line and the alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	landscape, preserve local views, and minimise effects on nearby communities, residents and the rural character of the area.					National Grid's alignment routes in a southeast direction passing Belton. The routeing in this location reduces impacts on the setting of designated assets and conservation areas, and the wider strip field landscape in this area. In addition to this there is an area of former designated landscape northeast of Belton at Temple/Belwood House, which includes the Grade II Listed Belwood Obelisk. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead lines, to minimise the spread of infrastructure in these areas and reduce the impacts of constructing new overhead lines. National Grid's preferred alignment routes the overhead line in as close parallel as possible with the existing overhead lines through this Route Section. Whilst not possible throughout the whole of the Route Section due to constraints, including a windfarm in the northern section and existing settlements, the alignment routes in close parallel with the existing overhead lines in the Epworth area, to limit the spread of infrastructure and reduce the impacts of constructing the new overhead line in line with this request. As part of its assessment process, National Grid considered an alignment that routed the new overhead line in close parallel to the existing overhead lines, to the east in Route Section 7. This alignment was not taken forward for several reasons. Whilst it is understood that routeing the new overhead line to the east of the existing overhead lines in Route Section 7 avoids the presence of an overhead line on multiple sides of Beltoft and reduces the impact of the overhead lines on the Isle of Axholme, this alignment results in further impacts on scheduled monuments in Route Section 7. Historic England expressed a preference for an alignment that routes the new overhead line in close parallel to the west of the existing overhead lines in this area, to limit impacts to the Axholme Carthusian Priory Scheduled Monument, the scheduled Kinaird motte and bailey castle and associated Grade I	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Church of St Martin. In addition to this, there are a number of technical challenges with routeing in close parallel, to the east of the overhead lines. While this does avoid the presence of an overhead line on multiple sides of the residential area of Beltoft, there are a number of pinch points on the western side of the existing overhead lines, including properties, commercial businesses and leisure facilities, which would prevent a close parallel route in certain areas. An existing quarry would also need to be over sailed, and there would be possible interactions with the Humber Carbon Capture Pipeline (HCCP) Project. For these reasons, a close alignment to the east of the existing overhead lines in the Isle of Axholme is preferred. In considering routeing options to the west several constraints were considered including the commercial flight operations at Sandtoft Airfield and a large mineral plan allocation safeguarding aggregate reserves northwest of Westwoodside. A wester path crosses the highest ground on the Isle of Axholme (41m) and would bring the new overhead line closer to Thorne and Hatfield Moors designated sites. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed, can be found in **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS). For these reasons the requested change has not been incorporated into the Project's design.	
8.8.35	Request that pylons 4AF135 to 4AF145 are moved further west away from Beltoft. This would reduce landscape impact and impact on small villages.				X	The request to reroute the overhead line between pylons 4AF135 and 4AF145 away from Beltoft was considered by National Grid. Routeing in this section is in a southeast direction passing between Belton and Beltoft. Within Route Section 7 the alignment has been designed to be parallel or close parallel with the existing overhead lines for as greater distance as possible. This is to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact already affected by existing overhead line, rather than spreading impacts to areas not	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						currently affected. It also helps form a coherent appearance, in line with Holford Rule 6. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. In the consideration of feedback received from statutory consultation, a routeing option was presented which increased the length of the parallel alignment within this location. The result of accepting the longer parallel is that the overhead line moves 100m east, closer to Beltoft. With a desire to limit the spread of infrastructure in the area, it is accepted that significant visual impact arises at Beltoft. This impact is no greater by the move east and is mitigated through mitigation planting including woodland and hedgerow planting at the western edge of Beltoft. Mitigation planting is secured within **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Further detail on the wider routeing considerations in this location and the design taken forward within the application is presented within **Application Document 5.9 Design Development Report** and **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered.**	
8.8.36	Request for specific screening, including mature trees, of pylon 4AF163 to reduce impact on views.				**X**	The request for planting mitigation in the vicinity of pylon 4AF136 to reduce impact on views has been considered. This proposed change has been accepted with a linear belt of trees and woodland planting incorporated into the Project's design comprising a mix of deciduous native individual trees informed by the species on adjacent field boundaries. This planting will have a community impact, with tree planting along the roadside boundaries on the routes into the village and a wider belt of woodland planting to the south of Belton Road.	**X**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.37	Request for pylon 4AF163 to be moved to its respective field boundary, located just northwest of its current position.			X		National Grid considered the request to move pylon 4AF163 to the field boundary. Due to the existing drain running alongside the field boundary, it is not possible to move the pylon to the requested position as it would increase the span over the road, leading to height increases of +6 m on both pylons 4AF162 and 4AF163 and result in greater environmental visual impacts which can be avoided through the current design.	
8.8.38	Request for removal of the temporary access track proposed to run from Ferry Road towards pylon 4AF159 and then parallel to pylon 4AF160 before heading west to Stockwith Road from the proposals. Suggestion instead to use the existing trackway from Ferry Road in the north which runs south-southeast past specific land and property towards pylon 4AF161. The current proposed access track will impact on the landowners at specified property.			X		National Grid has considered the request to use an existing trackway rather than the proposed temporary construction haul road between pylons 4AF159 and 4AF161. To enable this change, the bellmouth would be located underneath a 33kV overhead line and the access would run adjacent to this overhead line. The request would require minimum safe working distance from the 33kV overhead electricity line which would push the access further into the field and away from the existing trackway. In this location a bridge would also be required over the watercourse. This would make the access turn towards 4AF160 difficult, as vehicles travelling south from the new access would need to make a 90-degree turn across the watercourse to the east. Accommodating the safe turning of Heavy Goods Vehicles (HGVs) would require the installation of a substantial culvert, which could also result in additional environmental impacts. Due to the track therefore being unsuitable for construction, the request has not been incorporated into the Project's design.	
8.8.39	Request for pylon 4AF162 to be moved slightly southwest beyond its respective			X		The request for pylon 4AF162 to be moved slightly southwest beyond its respective field boundary to shrubland has been considered as part of the Project's design. Due to the drains that are located north and south of the suggested area and there being	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	field boundary to shrubland the consultee highlights that the adjoining land is scrub, so the assumption has been made that it would prevent loss of agricultural land.					unsuitable space for the construction working area of the pylon, it is unfeasible to relocate it to this position. Route optimisation along the alignment has resulted in a change in pylon locations in this area. As a result, the land parcel now has one pylon rather than two, to support the request to prevent a loss of agricultural land.	
8.8.40	Request that two sections of access road are removed and replaced with a straight and direct access route between pylon 4AF165 and pylon 4AF166. This should be used as the temporary access route. This would avoid the consultees land. Respondent considers the current access route unnecessary.			X		National Grid considered the request to remove parts of and realign the temporary construction haul road between pylons 4AF165 and 4AF166. Adjustment in the haul road would lead to an increase in hedgerow loss and fragmentation effects of this habitat. The proposed haul road has been designed to utilise an existing gap in the hedgerow which is preferred from an environmental perspective. The adjustment would also result in additional watercourse/ditch crossings which again are not preferred from an environmental perspective. Whilst being technically feasible, the request does also bring in additional constraints within the working areas, and with the additional watercourse crossings. For these reasons the request has not been incorporated into the Project's design.	
Ecology and Biodiversity							
8.8.41	General concern for wildlife in this section, including near Owston Ferry.	X			X	National Grid recognises the ecological value of the local area and the importance of protecting wildlife and habitats. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. Embedded	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects on ecological features. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. As part of the Environmental Impact Assessment (EIA) process for the Project, detailed desk study plus a suite of ecological and ornithological surveys have been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology, which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. The assessments consider both construction impacts (such as habitat loss and disturbance to species due to noise and lighting) and operational effects (including potential collision risk for birds). Within Route Section 7 effects are assessed as being temporary and not significant with suitable mitigation and good practice measures to reduce effects on the wildlife secured within **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and the associated management plans including **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Multiple mitigation planting areas are proposed within this Route Section. This includes corridors of tree and hedgerow planting around the area of Belton and tree planting to connect fragmented areas of woodland, or to extend existing areas of woodland to the north of Owston Ferry and south of East Lound. Habitat creation/enhancements are also proposed along the edge of Warping Drain.	
8.8.42	Concern about the impact of construction on deer in the fields				X	Impacts on deer are not considered as part of the ecology assessment as deer are not a protected species, however **Application Document 7.2 Outline Code of Construction**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	between Belton and Beltoft.					**Practice** contains commitments to limit the impact of construction on the environment as a whole. Such measures, which are both embedded into the Project's design and best practice during construction include the retention of existing hedgerows and woodland edges, maintaining continuous field margins where practicable, avoiding fragmentation of habitats.	
8.8.43	Concern about impacts on a range of local wildlife due to the construction of Pylon 4AF148, including protected species such as bats and great crested newts.				X	As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species, including surveys for bats and Great Crested Newt (GCN). The data have informed the assessment of effects on ecology, which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology.** In respect of bats, within the vicinity of Pylon 4AF148, no roosts have been identified as of May 2026, however surveys are ongoing for the Project up to submission with findings to be submitted as an Addendum to the Environmental Statement. The data presented in the addendum is supplementary providing additional detail on matters which have been assessed. Any tree that requires maintenance and/or removal will be subject to a pre-works re-assessment by a suitably experienced and licensed ecologist, to check that the baseline conditions have not changed. Where the removal/reduction of a tree categorised as a potential bat roost feature cannot be avoided, and the presence of a bat roost has not been confirmed through survey, the tree will be soft felled/pruned under an ecological watching brief. The ecologist present will be registered to use the Level 2 Natural England Bat Survey Class Licence and will carry out a pre-construction check to confirm roost absence. All trees with confirmed bat roosts would be required to be felled under protected species mitigation licence from Natural England,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and be subject to stated mitigation and procedures outlined within the said licence. In respect of GCN, the Project has agreed with Natural England that a district level licence (DLL) can be issued to cover any potential impact on Great Crested Newt (GCN) and ensure legal compliance for the Project within North Lincolnshire. The Project has started the DLL application process and is liaising closely with Natural England on this matter. As part of the application process all survey data have been, and will continue to be, shared with Natural England to allow Natural England to define appropriate mitigation measures such as the creation of new ponds and habitat improvements which will be implemented (by Natural England) through the DLL. Consequently, assessment of this species within North Lincolnshire is not required to be included within the Environmental Statement (ES) as they would be fully mitigated for as part of the DLL and can therefore be scoped out of detailed assessment. Natural England have agreed to provide a letter of comfort for the use of DLL and will follow with an impact assessment and conservation payment certificate (IACPC) once the DLL is processed, noting that a DLL can only be issued following grant of DCO consent. **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.8.44	The Project should increase biodiversity in this section by providing linkages between habitats such as hedgerows.				**X**	Multiple mitigation planting areas are proposed within this Route Section. This includes corridors of tree and hedgerow planting around the area of Beltoft and tree planting to connect fragmented areas of woodland, or to extend existing woodland, to the north of Owston ferry and south of East Lound. Habitat creation/enhancements are also proposed along the edge of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Warping Drain. This is set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan**.	
Economic							
8.8.45	Costs should not be the main factor for not proceeding with an alternative option to avoid impacts on Epworth and the Isle of Axholme.				X	Cost is one of the factors that needs to be considered in making decisions on the Project. National Grid has carefully considered feedback received during all stages of consultation on the Project, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, assessed within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**, **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**, **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.**	
8.8.46	The Project should not favour the cheaper option and instead the overhead line should be placed underground or further away from Beltoft.				X	National Grid has carefully considered the feedback received during the consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project. In the area of Beltoft specific mitigation planting has been incorporated to the west of the village to mitigate the significant visual effect arising from the overhead line on the community of Beltoft.	
8.8.47	Concern about impact on farmland in Owston Ferry/ disruption to farming business and level of compensation to be received.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Access will be maintained where possible, there may be some circumstances where access is restricted or not possible (i.e. for safe construction), these circumstances will be reviewed on a case-by-case basis and National Grid will work with the affected parties to minimise impact. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
Environment							
8.8.48	Concern that the construction equipment will cause pollution/ the Project will result in an increase in pollution.				X	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from construction activities in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.15 Environmental Statement Chapter 15 Air Quality, Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.11 Environmental Statement Chapter 11 Water Environment, and **Application Document 6.12 Environmental Statement Chapter 12 Geology and Hydrogeology** in relation to surface and groundwater pollution, alongside **Application Document 6.19 Environmental Statement Chapter 19 Climate Change.** Measures to avoid, reduce and manage potential pollution during construction are set out in **Application Document 7.2 Outline Code of Construction Practice** and secured through **Application Document 7.3 Register of Environmental Actions and Commitments**. These include the use of modern and well-maintained plant and equipment, measures to minimise unnecessary vehicle and plant idling, appropriate management of construction traffic, dust suppression, pollution prevention controls and procedures for the storage and handling of fuels and other hazardous substances to protect land and water environments. It is therefore considered that with the implementation of the mitigation measures identified in the Outline Code of Construction Practice and the Register of Environmental Actions and Commitments, the potential for pollution during construction will be effectively managed and the Project is not expected to result in significant increases in pollution during either construction or operational phases.	
8.8.49	The reasons for the inclusion of environmental mitigation planting at pylon 4AF163 are unclear; suggestion it is removed.			**X**		Mitigation planting has been proposed in locations to either reduce a landscape or visual effect, or to replace vegetation lost through the construction and operation of the Project. Locations have been discussed with landowners and have been adjusted throughout the design process in response to feedback. Proposals are set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. The mitigation proposed either side of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Warping Drain is to mitigate the loss of vegetation between 4AF162 and 4AF163 where the Project crosses the drain. The proposal is to provide a similar scrub habitat to that on the western side of Stockwith Road.	
8.8.50	The findings from the Environmental Statement (ES) should be taken into consideration in altering the proposals.				X	The Environmental Statement (ES) considers the residual effects of the Project on the environment and identifies where further mitigation is required. The Environmental Impact Assessment (EIA) has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid, through routeing and siting, or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Where avoidance or a commitment has not been possible control and management and additional measures have been included to reduce the significance as far as possible.	
8.8.51	Overhead lines will have a lasting impact on the environment of the Isle of Axholme.				X	National Grid recognises that the Project will remain in place for the operational life and there will be long-term changes to the environment, particularly in relation to landscape and visual character. These potential effects have been assessed in the Environmental Statement (ES) together with the effects on ecology, cultural heritage, historic environment, land use and other environmental topics. The route selection and design process sought to avoid or reduce environmental impacts where reasonably practicable by considering a range of environmental, technical, engineering and land use constraints. Mitigation measures have been incorporated into the design where appropriate and additional measures to avoid, reduce or manage environmental effects are secured through **Application Document 7.3 Register of Environmental Actions and Commitments.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						While some environmental effects are expected to remain over the lifetime of the development at the Isle of Axeholme, these have been assessed as part of the Environmental Impact Assessment and have been balanced against the need for the Project to reinforce the electricity transmission network, support the connection of new sources of low carbon electricity and contribute to a secure and resilient energy system. It is therefore considered that the environmental effects of the proposed overhead line have been appropriately assessed for the Isle of Axeholme and where reasonably practicable, avoided, reduced or mitigated through the design process and the implementation of committed mitigation measures effects.	
Health, Safety and Security							
8.8.52	Concern about health impacts on nearby residents, including residents of Beltoft having overhead lines on either side.			X	X	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. As part of the Environmental Impact Assessment, consideration is made to how the construction and operation of the Project could impact on receptors such as landscape, air quality, noise and vibration, along with how these might impact on physical and mental health, including the use of recreational facilities and Public Rights of Way. **Application Document 7.18 Health and Wellbeing** has identified no significant adverse effects on mental or physical health and wellbeing during the construction or operation phase at a population level to the community of Beltoft. With specific regard to EMFs, the UK has a set of policies for protecting the general public against EMFs, the main component	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Evidence of compliance will be submitted as part of our DCO application within **Application Document 7.11 Electric and Magnetic Field Compliance Report.** Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, including in Beltoft, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. No residual significant adverse effects from noise and vibration are anticipated.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system where feasible. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting. **Application Document 7.2 Code of Construction Practice** (CoCP) set out a number of good practice measures to reduce the risk of impacts on health. Where appropriate, the relevant chapter of the ES sets out further proposed mitigations during construction and operation.	
8.8.53	Concern for the safety of walkers and drivers on construction traffic routes due to roads' unsuitability and lack of pavements throughout the section.				X	Impacts on walkers, cyclists and horse riders are discussed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics**, **Recreation and Tourism**, and **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**. There are no PROW, access routes, and recreational routes currently proposed for permanent closure as part of this Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network, the existing Public Rights of Way (PRoW) network and wider connectivity which the Project may need to utilise during both the construction and operation phases. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project and **Application Document 7.6 Outline Public Rights of Way Management Plan**. The CTMP will define the local road network which could be used for construction traffic movements, highlight any restrictions to such movement and if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable and to ensure safety for users. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid will ensure residents, landowners and others are fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising. Taking into account the residual effects from the relevant technical chapters.	
8.8.54	Concern about safety impacts from walking under the overhead lines in Beltoft.				X	With specific regard to electric and magnetic fields (EMFs) the UK has a set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Evidence of compliance is submitted with the Application within **Application Document 7.11 Electric and Magnetic Field Compliance Report.** Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, including in Beltoft, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment. Under high-voltage overhead lines may become electrically charged if they are isolated from earth, due to the electric fields produced. This has the potential to cause a 'microshock'. These are not the same as electric shocks and do not pose a health effect. The size of a microshock and whether it will be perceived depends on the size of the electric field, the sizes of the objects concerned, how well grounded or insulated they are, meteorological conditions, and the sensitivity of the skin. All of these factors determine the occurrence and level of the perception. A Code of Practice on Microshocks, developed jointly by Industry and Government has been adopted. It contains principles for managing microshocks, including suite of measures to control microshocks where appropriate. The Project would apply the principles within the Code of Practice as a precautionary measure to mitigate any potential microshock risks. Further information is presented within **Application Document 7.11 Electric and Magnetic Field Compliance Report.**	
Landowner							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.55	Concern about disruption to livery business based in Owston Ferry during construction.			X		National Grid is committed to continuing to work with all affected parties, including business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid recognises that construction activity can give rise to temporary disruption and understands the concerns of local residents and businesses. Construction impacts such as noise, vibration, dust and traffic are assessed as part of the Environmental Impact Assessment (EIA). Embedded measures are set out in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and the control and management measures as set out in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments**. The design of the Project includes a strategically located and optimised temporary haul road along the Project alignment to support construction of the Project. This embedded mitigation reduces the effects of construction traffic movements on communities and associated businesses during construction. Mitigation secured through the CoCP includes a restriction on working hours, use of well maintained plant, monitoring where required to ensure compliance with recognised guidance. Dust and air mitigation comprises the dampening down of working areas and haul routes in dry conditions, wheel washing facilities where necessary and the minimisation of exposed soil stockpiles. Traffic management measures include the use of the agreed construction traffic routes to reduce unnecessary movements through communities, traffic management measures for safety, clear signage and advance notification of any works or restrictions. Construction activities at any given location will be temporary in nature and will move	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						progressively along the route rather than remaining concentrated in one area for extended period.	
8.8.56	The basic landowner payment of £8,000 does not reflect the long-term disruption caused by the Project.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
8.8.57	Concerned about lack of clarity regarding proposed land use around 4AF151 and adjacent pylons, which would result in land loss.			X		The land to the north of AF151 was presented at the statutory consultation on the Consultation Plan series Route Section 7: M180 motorway–Graizelound as being within the Order Limits and presented as being for indicative environmental planting and an indicative access route. The plans were indicative at the time due to the stage of the Project and the ongoing surveys and assessments to inform the Environmental Statement. Land use	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						around Pylon 4AF151 is shown on **Application Documents 2.3 Land Plans - Section E.**	
8.8.58	Concern about the risk of damage to private utility assets adjacent to proposed works.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid has identified all water supplies through utility searches and discussions with landowners, where records exist, with appropriate protective measures to be implemented during construction. Where installation works may affect an existing supply, including livestock water supplies identified during pre-construction surveys, temporary alternative arrangements will be provided as required, and all affected supplies will be fully reinstated following completion of the works. National Grid routinely consults third-party statutory utility owners, as well as local water and electricity companies, to agree any necessary mitigation in relation to their infrastructure. Accurate information on the location of existing water and electricity supplies is important to us, and National Grid would welcome any knowledge you can share to help minimise impacts on your property and on the Project. If any water supply or other service is accidentally interrupted or damaged, National Grid will repair it and/or provide an adequate alternative as soon as reasonably practicable. In developing the Project, National Grid considers all existing utilities and engages with utility owners to agree on appropriate interface and mitigation measures, and National Grid also review any future utility installations for which planning applications are known to be in progress.	
Landscape and Visual							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.59	The Project contravenes Holford Rule 6 as it does not prevent cable clutter on the open landscape around Beltoft Fields, given the backdrop of the two existing overhead lines.				X	The Holford Rules are guidance for the routeing of overhead lines and are broad enough to guide routeing in any type of landscape. It is not always possible to follow all the rules, with the requirements of individual projects needing overhead lines that pass through a variety of landscapes containing a variety of existing features including existing overhead lines. It is acknowledged that the Project will result in additional wirescape at Beltoft. The findings and justifications for the selection of the preferred corridor in which the proposed overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** that was published in support of the stage one non-statutory consultation in 2023, and was available on our Project website during and after statutory consultation. The main principle for design of the Project was to parallel and synchronise with the existing overhead lines and pylons where technically and environmentally feasible to reduce the spread of the effects of overhead lines within the wider landscape. This is in line with Note on Rule 6 which states *'Arrange wherever practicable that parallel or closely related routes are planned with pylon types, spans and conductors forming a coherent appearance.'* The community area of Belton, within which Beltoft is located, is considered within **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. At Beltoft, the Project does pass close to the west between the M180 and pylon 4AF140 in order to maximise the length of close parallel route within the Isle of Axholme Area of Special Historic Landscape Interest (ASHLI). This does result in overhead lines to both sides of the village. The significant effects on Beltoft are acknowledged in the assessment. Mitigation planting including woodland and hedgerow planting is proposed to the west of Beltoft along Belton Road to reduce the effects for people living and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						moving around the community. Mitigation planting is secured within **Application Document 7.8 Outline Landscape and Ecology Management Plan**.	
8.8.60	Concern about the impact on the Isle of Axholme's application to be an Area of Outstanding Natural Beauty.				X	It is acknowledged that the Project passes through the ASHLI. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** that was published in support of the stage one non-statutory consultation in 2023 and was available on our Project website during and after statutory consultation. This concluded that paralleling the existing overhead line through the ASHLI would be preferred, reducing the effects on the wider landscape by keeping infrastructure together in the landscape and views. National Grid has engaged with Natural England regarding the potential for the ASHLI to be designated as a National Landscape (previously known as Area of Outstanding Natural Beauty (AONB)). National Grid understands that, presently, there are no plans to designate this area as a National Landscape An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on heritage assets including the ASHLI and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. The assessment of landscape character is presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape**.	
8.8.61	Concern that Beltoft will have both new and existing overhead lines				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	on either side, impacting the visual amenity of the surrounding medieval landscape Concern about the impact on scenic areas/ open landscape in Beltoft. There are already too many pylons in and around Beltoft. Concern about the impact on views from property in Beltoft from the of the introduction of the new overhead line along with existing views of the M180 to the north and double line of pylons to the east.					practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people and communities during construction and operational phases. The results of this are presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The community area of Belton, within which Beltoft is located, is considered within **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. At Beltoft, the Project does pass close to the west between the M180 and 4AF140 in order to maximise the length of close parallel route within the ASHLI. This does result in the presence of an overhead line on multiple sides of the village. The significant effects on Beltoft are acknowledged in the assessment. Mitigation planting including woodland and hedgerow planting is proposed to the west of Beltoft along Belton Road to reduce the effects for people living and moving around the community. Mitigation is secured within **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.8.62	Concern about the visual impacts of the addition of pylons in a rural landscape/ pylons will be a blight/ blot on the landscape.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on landscape and visual receptors including communities, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement considers the potential effects on receptors, including people during construction and operational phases. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual impacts are considered in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The assessment of landscape effects considers the effects on landscape character	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. In Route Section 7, the majority of the route runs parallel with the existing overhead lines. While there would be views of the construction activities and the new overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape is not fundamentally altered.	
8.8.63	Concern about the impact on the rural landscape in this section, through degradation of its setting and character and loss of tranquillity.	X	X		X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape character. Within the Environmental Statement which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. The assessment of landscape effects considers potential effects on landscape character and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape character and resources are of importance in their own right and are valued independently of whether they are seen by people. The landscape assessment is based on the landscape character types (LCT) and regional landscape character types (RLCT) and incorporates baseline data gathered from **Application Document 6.7 Environmental Statement Chapter 7 Visual, Application Document 6.8 Environmental Statement Chapter 8 Ecology, Application Document 6.9 Environmental Statement Chapter 9 Cultural Heritage** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In Route Section 7, the majority of the route runs parallel with the existing overhead lines. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape effects and helps ensure that the composition and character of the landscape is not fundamentally altered. The Project has also produced an **Application Document 7.8 Outline Landscape and Ecology Management Plan**, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to mitigate effects on landscape character. Planting within Route Section 7 includes approximately 0.5 ha of woodland, hedgerow (with trees), and individual tree planting on the western edge of Beltoft continuing along Belton Road; planting of individual trees in locations along Epworth Road near pylon 4AF138; planting of approximately 300 m of hedgerow with trees near pylon 4AF143 east of Epworth, approximately 1.75 ha of woodland and hedgerow planting near pylon 4AF151 which will link two existing woodland habitat east of Epworth; approximately 0.4 ha of woodland planting to the east of Graizelound, off Ferry Road near pylon 4AF159 which increases the area of an existing woodland/scrub habitat; and approximately 2.0 ha of native scrub mix planting (new areas and habitat improvement planting) adjacent to Warping Drain east of Stockwith Road. The protection of existing vegetation is based upon an overarching aim to retain vegetation wherever practicable in accordance with **Application Document 7.3 Register of Environmental Actions and Commitments**. General measures include those listed below, and more detailed information is presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Where reasonably practicable, construction elements (such as working areas, accesses, laydown and temporary construction compounds) will be kept to the minimum required and micro-sited to avoid impacts on ecologically	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						important features. An environmental/arboricultural clerk of works (EnvCoW/ArbCoW) will demarcate retained habitats. All construction elements likely to impact on retained trees will be addressed within an Arboricultural Method Statement (AMS) to be produced following design and agreed with the relevant local planning authorities. Prior to construction activity commencing, stage- specific AMSs will be produced for each construction stage and agreed with the relevant local planning authorities. These stage- specific AMSs will include protection measures including tree protection fencing. In accordance with good practice measures, a full record of condition will be carried out (photographic and descriptive) of the site and surrounding areas that may be affected by the construction activities, such as trees, woodland, hedgerows, walls and fences. This record will be available for comparison following reinstatement after the works have been completed to demonstrate that the standard of reinstatement at least meets that recorded in the pre-condition survey or as agreed in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Access into and out of the working area will be along agreed routes only. Machinery and vehicles will not be permitted to move outside the agreed access routes and working area thereby protecting vegetation outside of the demarcated working area. In accordance with good practice measures, working areas will be fenced to ensure no accidental encroachment into retained habitats. The type of fencing installed will take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. Fencing will be regularly inspected and maintained and removed as part of the demobilisation unless otherwise agreed with the relevant landowner. Works within areas to be used for	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						landscape and ecological mitigation (i.e. not part of the construction working area) are anticipated to be low impact (e.g. include mitigation and installation of dormouse, bat, and bird boxes) and would not require the felling or pruning of existing trees.	
8.8.64	Contravention of Holford Rule 4 as the proposed route is backdropped by a sky background which is not opaque. Contravention of Holford Rule 5 as there are no trees in the section to break views of the line and reduce the apparent height of pylons.				X	The Holford Rules are guidance for the routeing of overhead lines and are broad enough to guide routeing in any type of landscape. It is not always possible to follow all the rules, with the requirements of individual projects needing overhead lines that pass through a variety of landscapes. For this Project, the landscape does not readily lend itself to choosing tree and hill backgrounds. The need to for a connection between Creyke Beck and High Marnham means passing through the generally flatter landscapes of the Trent Valley. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed were presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** that was published in support of the stage one non-statutory consultation in 2023 and was available on our Project website during and after statutory consultation. The main principle for the design of the Project was to parallel and synchronise with the existing overhead lines and pylons where technically and environmentally feasible to reduce the spread of the effects of overhead lines within the wider landscape. In this Route Section, the Project is parallel or broadly parallel with the existing overhead lines between Beltoft and Owston Ferry.	
8.8.65	Impact on the local landscape and views to the east of Epworth.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on landscape and visual receptors including communities, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						including people during construction and operational phases. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. In Route Section 7 near Epworth, the route runs parallel with the existing overhead lines. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape effects and helps ensure that the composition and character of the landscape and views is not fundamentally altered. The Project has also produced an **Application Document 7.8 Outline Landscape and Ecology Management Plan**, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on landscape character. The detailed assessment of the views from the community of Epworth is presented in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. There is very little vegetation to the east of Epworth, but the Project has ensured that any vegetation lost will be mitigated, for example new planting between pylon 4AF142 and pylon 4AF143 to mitigate for loss under the conductors. There is predicted to be a minor adverse (not significant) effect on views as the proposed overhead line would be aligned parallel with and close to the existing overhead lines. The proposed pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced.	
8.8.66	Natural screening should be used to mitigate visual impacts of the proposed			X	X	Through sensitive routeing and siting, National Grid has sought to reduce the effect of the Project, keeping it at a distance from settlements and individual properties where practicable. Within this	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	overhead line and National Grid should communicate with impacted residents to coordinate planting requests throughout Route Section 7.					landscape, which is generally open with minimal existing natural screening from vegetation, the main mitigation measure has been to parallel the existing overhead line. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape and visual effects and helps ensure that the composition and character of the landscape and views is not fundamentally altered. A landscape assessment and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and include the paralleling of the existing overhead lines where feasible. Control and management measures are presented within **Application Document 7.2 Outline Code of Construction Practice** which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Additional measures for landscape and visual effects are detailed in **Application Document 7.8 Outline Landscape and Ecology Management Plan** which sets out the measures to protect existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						vegetation, as well as for reinstatement and additional planting to avoid or reduce of effects on local landscapes.	
8.8.67	Proposed placement of tree plantings should be considerate of private assets.			X		Mitigation planting has been proposed in locations to either reduce a landscape or visual effect, or to replace vegetation lost through the construction and operation of the Project. Locations have been discussed with landowners and have been adjusted throughout the design process in response to feedback. Proposals are set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan**.	
8.8.68	Request for additional planting around pylon 4AF148, the adjacent pylons, and property, to reduce visual impacts of the overhead line.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect of the Project, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. Individual properties within 400 m have been considered and are presented in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment**. At this location, it is acknowledged that the Project is in close proximity, passing between two properties at Melwood. The assessment acknowledges that there would be significant effects for properties at High Melwood Barns, High Melwood Cottage, High Melwood House and The Cottage from the proximity of the proposed overhead line, with High Melwood House then having overhead line on multiple sides.	
Noise and Vibration							
8.8.69	Concern about the impact of construction noise and vibration on				X	A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	the structural integrity of buildings.					The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are presented within **Application Document 7.2 Outline** Code of Construction Practice (CoCP). No residual significant adverse effects from noise and vibration, including potential damage to buildings and structures, are anticipated.	
8.8.70	Concern about the impact of construction traffic noise and vibration in the villages.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. **Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction and includes a commitment to communicate information about the proposed works to local communities to reduce any potential temporary disruption. No residual significant adverse effects from construction noise and vibration, including potential damage to buildings and structures, are anticipated.	
8.8.71	Impact of operational noise and vibration, including aeolian and corona noise. Concern about the impact of high winds and the flat terrain in Beltoft			X	X	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment forms part of the Environmental Statement (ES)	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	will result in an increase in aeolian noise.					prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. No sources of operational vibration have been proposed as part of the Project. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments.** Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system. Further information regarding operational noise from the proposed overhead line is presented in **Application Document 6.16.A5 Environmental Statement Appendix 16.5 Operational Overhead Line Noise Assessment**, for information. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur (including aeolian noise) from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Planning							
8.8.72	National Grid should be mindful of a planned solar farm on property near pylon 4AF137.			X		National Grid has carried out an Environmental Impact Assessment (EIA) in accordance with the relevant legislation and guidance including consideration of cumulative effects with other developments. In assessing cumulative impacts National Grid has taken into account projects that are operational, projects that are under construction, projects with planning consent, projects that are subject to a live planning application and projects identified within adopted local plans or within the nationally significant infrastructure project regime when sufficient information is publicly available. Speculative development at a very early stage or not publicly defined within the planning system cannot reasonably be assessed in detail as there is insufficient certainty regarding its scale location design or likelihood of implementation. The solar farm referred to in this response in this location is considered to be speculative development, with no planning records available. The cumulative assessment therefore reflects an evidence-based approach considering schemes with a realistic prospect of coming forward presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. Should additional development proposals progress through the planning system in the future they would be required to carry out their own assessment including consideration of cumulative effects with the Project.	
8.8.73	National Grid should be aware of an existing gas pipeline and easement crossing through the scheme section.	X			X	National Grid note this comment and the awareness. National Grid has engaged with the gas utility operators on this matter to support interactions between North Humber High Marnham and the interactions with gas infrastructure. Statutory responses to prescribed consultees are provided within **Appendix K.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.74	The demand for power should be met via infrastructure built where it is needed (e.g. power stations) rather than transporting electricity long distances.				X	National Grid recognises the view expressed for energy to be generated and used locally. However, the national electricity system operates as an integrated transmission network, designed to balance supply and demand across the country. Electricity generation is not evenly distributed geographically. For example, significant renewable generation capacity is located in areas with strong wind or available land which can be removed from major centres of demand. The transmission network enables electricity to be transported efficiently from where it is generated to where it is needed. This coordinated net national network provides greater security and resilience's power can be redirected and is an efficient use of renewable energy resources.	
8.8.75	Concern the area is being overwhelmed by multiple infrastructure projects.				X	With regard to multiple developments impacting specific areas and/ or receptors planning applications for each development would be considered on their own merit by the appropriate determining authority. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The Environmental Statement contains an assessment of cumulative impact. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) are presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements and where interrelationships occur this is reported within **Application Document 5.11 Interrelationship Document.**	
8.8.76	The construction of this overhead line may lead to more being constructed in the future.				X	The Project has been defined through a specific design assessment and consenting process and the application seeks consent only for the infrastructure described within the Application. Any future infrastructure projects would be subject to their own separate consent, planning and Environmental Impact Assessment, including consultation and examination where required.	
8.8.77	As pylons are being removed and undergrounded to preserve National Landscape (formerly AONB) status in other areas, National Grid should not construct them here given the Isle of Axholme's pending application. If the Isle were to be designated as National Landscape, it would benefit from certain protections in				X	The existing high-voltage transmission network was developed in the 1950/60s. Planning policy since that time has changed significantly and allows for greater protection of valued landscapes such as AONBs and National Parks. Recognising this, Ofgem have made available funding of £500m to carry out work to reduce the impact of existing transmission lines in English and Welsh AONBs and National Parks, including removal of existing above ground infrastructure. The first of these funded Projects are located in Dorset, Snowdonia and the Peak District. North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of 17 network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 net zero targets set by the Government. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Electricity Networks National Policy Statement EN-5.					produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's net zero targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. The Project is being developed in accordance with current national policy. National Policy Statement (NPS) EN-5 covers building electricity networks infrastructure and states that the Government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the specific local environment and context. Based on our work-to-date, National Grid believe that a new overhead line between the Creyke Beck area and High Marnham best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment.	
Socioeconomic							
8.8.78	Concern about the impact of the overhead line on small villages, including Beltoft, due to the scale of infrastructure proposed and disruption				X	National Grid recognises the importance of minimising disruption and maintaining the amenity of roads through Belton and Beltoft during construction. Highway widening is proposed along Belton Road on the western approach to Beltoft to ensure that construction traffic can pass safely and efficiently, thereby reducing disruption to road users and local communities of Beltoft.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	during the construction phase from traffic redirection and the influx of staff.					Additional mitigation will be secured through **Application Document 7.2 Outline Construction Traffic Management** Plan (OCTMP) which will set out controls on vehicle routeing, timing, and driver behaviour, together with community communication measures to keep residents of Beltoft informed. Such measures will be implemented to support safe and efficient vehicle movements and to maintain the character and usability of local roads during the construction period. **Application Document 7.4 Outline Construction Traffic Management Plan** secures measures to ensure that National Grid and contractors will do as much as it reasonably can to keep disturbance to the local community to a minimum through measures to improve access by public transport, walking and cycling to reduce the need for parking associated with the proposal and to mitigate transport impacts. National Grid recognises the importance of maintaining safe and accessible local roads during construction and as carefully considered construction traffic management in the design of the proposed development**. Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on people and local communities during construction and includes a commitment to provide wheel washing facilities at each main compound and road sweepers will be deployed on public roads where necessary to prevent excessive dust or mud deposits. The Environmental Survey (ES) identifies and assesses the likely significant effects on small villages within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The document contains embedded measures implemented to reduce effects, and control and management measures such as maintaining access to community facilities where practicable across the Project. There are no community	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						facilities which would experience a significant effect on their amenity during the construction phase of the Project.	
8.8.79	The Project provides no benefit to the areas it affects, including Beltoft.				X	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of a number of network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewable energy targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
8.8.80	Concern about disruption due to ongoing maintenance work, prolonging the impact on the quiet/ peaceful setting around residents.			X	X	The typical lifespan of an overhead line would be at least 40 years, depending on use and location whilst a pylon would typically last 80 years before requiring full refurbishment. Over this time, the overhead line would be subject to annual inspection from the ground (using a small van) or by helicopter to check for visible faults or signs of wear. The inspections would confirm when refurbishment is required and indicate if plant/tree growth or development were at risk of affecting safety clearances. National Grid will seek to secure through voluntary agreement all necessary land and access rights needed to construct, operate and maintain the Project. Powers of compulsory acquisition will be sought in the Application to be used as a fallback where it is not possible to secure necessary rights voluntarily. Overall operational maintenance is expected to be periodic and proportionate with limited disruption compared to the temporary impacts experienced during construction.	
8.8.81	Concern about impact on local businesses, due to both visual effects and disruption during construction.			X	X	Our priorities, from a socio-economic perspective, are to where possible avoid towns, villages and businesses, where there are likely to be people who live and work in the area. To reduce potential impacts, National Grid has identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. Within this Route Section five business are within the 500m Study Area (500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits). This information is presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-Economics, Recreation and Tourism,** prepared in accordance	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). With mitigation secured within **Application Document 7.2 Code of Construction Practice** and the associated management plans it is considered that impacts from construction can be effectively managed and minimised throughout the construction period within this Route Section. Measures include but are not limited to the retention of vegetation where practicable. Where vegetation is lost and trees cannot be replaced in situ due to the restrictions associated with land rights required for operational safety, replacement vegetation will be planted as close by as practicable and will complement landscape character and be sympathetic to the local habitat type in order to provide a high biodiversity value, **Application Document 7.4 Outline Construction Traffic Management Plan** will set out measures to reduce route and journey mileage to and from, and around, the site, and to prevent potential nuisance to residents, businesses and the wider community associated with parking, vehicle movements and access restrictions. It will also provide suitable control for the means of access and egress to the public highway and set out measures for the maintenance and upkeep of the public highway. It will also identify access for emergency vehicles and set out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.	
8.8.82	Impact on quality of life for residents near to proposed lines because of the Project's effects on natural assets, and on the ability of residents to appreciate the			X	X	National Grid recognises that the quality of the surrounding environment contributes significantly to residents well-being and the enjoyment of their homes. Potential effects on residential amenity, landscape character, visual outlook, tranquilly and access to natural assets including public rights of way (PRoW) has been assessed as part of the Environmental Impact Assessment. The assessment considers both construction and operational effects	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	surroundings of their properties.					including visual changes to views from residential properties, temporary construction noise and disturbance, effects on public rights of way and access to the countryside and impacts on landscape character and local features. The routeing and sighting of the Project have sought where reasonably practicable to avoid settlements, maximise separation from properties, and minimise landscape spread. Where proximity cannot be avoided mitigation measures are proposed which includes management of construction hours, noise controls and restoration of land following works. Construction effects will be temporary and managed through **Application Document 7.2 Outline Code of Construction Practice** which includes controls on noise, dust, traffic and working hours. Following completion of construction working areas will be reinstated and agricultural land returned to use. National Grid acknowledges that overhead line infrastructure is visible and may alter aspects of the landscape. The design approach has sought to balance national infrastructure needs with the protection of residential amenity ensuring that impacts are avoided or reduced where reasonably practicable.	
8.8.83	Concern about the impact on prime agricultural land due to the proposed locations of construction compounds.				X	National Grid has sought to limit the Project's impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. There are no construction compounds within Route Section 7.	
8.8.84	Impact on visitors' experiences in the local area, including the impact of pylons seen when entering and exiting Beltoft on both sides of the village.				X	National Grid recognises the importance of village gateways and arrival points in shaping visitors and residents' perceptions of place. The potential effects of the project on landscape character, visual amenity and views from key receptors including road users entering and exiting settlements have been assessed as part of the Landscape and Visual Impact Assessment within the Environmental Impact Assessment presented as **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 6.7 Environmental Statement Chapter 7 Visual. The routeing a sighting of pylons have sought where practicable to avoid the presence of an overhead line on multiple sides of Beltoft, maintain separation from the village boundary and reduce the perception of enclosure to align with existing features. Where pylons are visible in views when entering or leaving Beltoft the assessment considers the extent, duration and sensitivity of those views recognising that views from roads are typically transient in nature. The design approach aims to minimise the impression of enclosure where reasonably practicable. In the location of Beltoft mitigation planting measures have included sensitive landscape treatment which is consistent with local character. National Grid acknowledges that overhead lines are visible infrastructure however the approach taken seeks to balance visual considerations with environmental, technical and operational constraints while avoiding more extensive landscape spread.	
8.8.85	Request for a more stable electricity supply due to frequent prolonged power cuts in the area.				X	National Grid recognises concerns regarding the reliability of the local electricity supply. The Project forms part of the national electricity transmission network and is designed to increase overall network resilience and capacity supporting a more secure and stable electricity system. While the Project contributes to wider system stability and long-term security of supply it may not directly resolve faults or outages occurring on the local distribution network overall the project supports the delivery of a more resilient and future proof electricity network benefiting both regional and national supply security.	
8.8.86	It is unfair to construct an overhead line in the area given the presence of existing grid infrastructure and that				X	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of a number of network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	the power is for elsewhere.					electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewable energy targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network.	
8.8.87	Community benefit will not be invested in Beltoft.				X	National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities, including Beltoft to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
Traffic and Transport							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.88	Concern about the suitability of access routes, including routes through Graizelound, Beltoft Road, and Epworth, given the nature and volume of construction traffic and state of road infrastructure.				X	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction. The suitability of construction access routes, including those through Graizelound, Beltoft Road, and Epworth, has been reviewed as part of the development of **Application Document 7.15 Transport Assessment** (TA). This work has included consideration of the nature and volume of construction traffic, local road conditions, and opportunities for mitigation. PAR 72 around Graizelound and PAR 57, Belton Road includes highway widening as set out in **Application Document 7.4 Outline Construction Traffic Management** Plan (OCTMP). Since the statutory consultation, the Project design and construction logistics have been refined to reduce the number of vehicle movements on local roads where possible. In addition, localised highway improvements are proposed along key sections of the access routes, including Belton Road, East Lound Road, Ferry Road, and Stockwith Road. These improvements are intended to support the safe and efficient movement of construction vehicles, reduce the potential for congestion, and minimise impacts on local communities and will be secured through the Application. **Application Document 7.2 Outline Code of Construction Practice** secures the mitigation and management measures required to avoid or reduce potential effects of the Project on the environment during construction, and in respect of the road infrastructure states that a record of condition will be carried out (photographic and descriptive) of the working areas that may be affected by the construction activities, prior to works commencing. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.8.89	National Grid should provide details of mitigation to limit disruption to/impact on the amenity of roads through Belton and into Beltoft.				X	National Grid recognises the importance of minimising disruption and maintaining the amenity of roads through Belton and Beltoft during construction. Highway widening is proposed along Belton Road on the western approach to Beltoft to ensure that construction traffic can pass safely and efficiently, thereby reducing disruption to road users and local communities of Belton and Beltoft. A temporary offline haul road is also proposed accessed to the west of Beltoft off of Belton Road to reduce traffic on local roads. Additional mitigation will be secured through **Application Document 7.4 Outline Construction Traffic Management** Plan (OCTMP) which will set out controls on vehicle routeing, timing, and driver behaviour, together with community communication measures to keep residents informed. Such measures will be implemented to support safe and efficient vehicle movements and to maintain the character and usability of local roads during the construction period. PAR 58, Hollingsworth Lane will be a LGV route only, therefore restricting HGV traffic around Beltoft and Belton Road (PAR 57) will include highway widening, as set out in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP).	
8.8.90	Concern about the impact of road closures, including the lack of communication surrounding road closures given the impact of traffic re-direction during previous motorway bridge works near Beltoft.				X	Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) and **Application Document 3.1 Draft Development Consent Order**. The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities. The proposed temporary construction haul road is accessed directly off Belton Road to the west of Beltoft and whilst there will be an increase in HGV traffic along this route during construction, with mitigation measures proposed the impact is not considered to be significant. Such mitigation includes highway widening along Belton Road on the western approach to Beltoft to ensure the continued safe use of the road during construction and measures to minimise disruption, such as advance notification to residents and businesses, clear signage, and coordination with the local highway authority.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Walkers, Cyclists and Horse Riders							
8.8.91	Concern about the negative impact on the Public Right of Way that runs north to south across the Isle of Axholme.		X			National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section. Within the Isle of Axholme 5 PRoW are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						located within the Study Area presented within **Application Document 6.17 Environmental Statement Chapter 14 Socio-economics, Recreation and Tourism.**	
Water, Flood Risk and Drainage							
8.8.92	Concern that construction will impact on buried, unmapped water pipes at property.			X		National Grid recognises the importance of protecting existing utility infrastructure, including water mains and pipes during construction of the Project and has been in dialogue with the utilities suppliers and landowners in order to manage and mitigate risks associated with the pipelines. The utility records have been considered as part of the design of the Order Limits and where landowners have provided additional information this has been shared with the relevant disciplines to support the design and construction of the Project. Construction activities will be planned to avoid or minimise interaction with water mains wherever practicable. National Grid has been in dialogue with the utilities suppliers affected by the Project in order to manage and mitigate risks associated with any pipelines. The Application includes protective provisions for statutory undertakers, which are intended to safeguard existing water infrastructure and ensure that any works affecting water mains are carried out in accordance with reasonable requirements of the relevant water undertake. The relevant consents and approvals will be sought from the statutory undertakers prior to construction with all works being in accordance with a method approved under environmental permits issued or the protective provisions of the Application.	
8.8.93	Concerned about flooding around waterways.				X	National Grid has sought to reduce the impact on watercourses, the land drainage regime and flood risk through the routeing and siting exercise, seeking to avoid potential interactions through careful siting of infrastructure and pylons, and maintaining riparian buffers. The Environmental Statement **Application Document**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						6.11 Environmental Statement Chapter 11 Water Environment and **Application Document 7.13 Flood Risk Assessment** (FRA) that have been prepared assess the potential for effects on flood risk from a range of different sources, including waterways, rainfall runoff and groundwater, during both construction and the operation of the Project. These assessments have been informed by a range of data sources, including outputs from detailed flood models and the National Flood Risk Assessment update (NaFRA2) and have been prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. A range of mitigation measures are described and secured through commitments within **Application Document 7.3 Register of Environmental Actions and Commitments** including, but not limited to, where construction works are undertaken in proximity to existing main river flood defences, the Contractor would carry out works in accordance with the conditions of the associated Environmental Permit and agree any necessary monitoring requirements with the Environment Agency (W01), temporary infrastructure such as construction compounds and access routes would be drained using Sustainable Drainage Systems (SuDS) techniques that are suitable for local ground conditions and topography (W11) and severance of existing land drainage routes, including agricultural field drainage systems would be managed during construction through provision of temporary alternative drainage routes (AS05). Any affected drainage systems would be reinstated or replaced to ensure their existing function is maintained.	
8.8.94	The overhead lines are positioned in a flood zone/area prone to flooding	**X**				National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise. However, in some areas flood zones are extensive, including that within Route Section 7.and cannot be wholly avoided. Where this is the case, the new Project infrastructure has	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						been subject to a detailed Flood Risk Assessment (FRA) presented in the Application as **Application Document 7.13 Flood Risk Assessment** which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure, in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. This includes provision of compensatory floodplain storage to prevent loss of floodplain volume and associated flood risk increase. The results of the assessments are presented in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment,** which conclude no significant residual effects on flood risk.	

Route Section 8: Graizelound–Chesterfield Canal

Table 8.9 – Summary of consultee feedback and National Grid's response for Section 8: Graizelound – Chesterfield Canal

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.9.1	National Grid should ensure disruption to roads is kept to a minimum by only closing one road at a time.				X	National Grid recognises the importance of maintaining access to local roads and minimising disruption to residents, businesses, emergency services and public transport. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. This is supported by **Application Document 7.15 Transport Assessment** whereby National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project, which has been developed to include feedback received from the Local Highway Authorities during statutory consultation and ongoing traffic-related meetings. While National Grid will seek to minimise disruption during construction, in some instances there will be the need for road closures. Where required, Local Highway Authorities will be informed through the appropriate permit schemes and will aim to avoid simultaneous closures of multiple key routes serving the same community. The extent and duration of any closures will be minimised, which may include programming works outside peak	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						hours or normal business hours, including overnight working where appropriate and agreed with the relevant local authority. Where reasonably practicable, suitable diversion routes will be provided, and in circumstances where diversion routes cannot be provided, such as on single-access or no-through roads, access will be managed through controlled access arrangements. National Grid will use reasonable endeavours to inform other relevant stakeholders (such as Royal Mail or blue light services) of any road closures, diversions or access arrangements that are considered to impact their operations, at the earliest possible opportunity.	
8.9.2	Concern that construction activities between the two level crossings in Route Section 8 may negatively impact the road/ rail interface for pedestrian and vehicle users of the crossing. It may also create a blocking back issue over the crossing, hence increasing the safety risk at the two crossings.	**X**				The health and safety of the public, local communities and construction workers is central to National Grid. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** is supported by **Application Document 7.15 Transport Assessment,** prepared in consultation with the relevant highway authorities to understand and gain information on the local road network in this area of the Project. This has included reviewing existing traffic conditions, road geometry, visibility, and the operation of the two-level crossings within Route Section 8 to identify any potential for queuing or "blocking back" over the rail line. This information has been used to inform and guide the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. **Figure 14.1 Primary Access Routes** within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** show all proposed routes to be used during the construction phase. Specific measures may include the coordination of vehicle dispatch to control the flow of HGVs between the level crossings, temporary signalisation or stop/go systems where required, use of trained banksmen, and monitoring of construction traffic volumes to ensure compliance with agreed limits. These measures will be developed in consultation with the relevant highway and rail authorities to ensure the safe operation of the road/rail interface throughout construction. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
Consultation							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.9.3	Impacted residents in Misterton have not been consulted.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (**Appendix D**), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). Residents in Misterton fell into both the PCZ and the SCZ based on their location from the Order Limits. The PCZ included communities and stakeholders whose properties lay within 1 km of the edge of the draft Order Limits, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets within Misterton. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. The SCZ extended 5 km from the edge of the draft Order Limits. The SCZ included stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information including adverts in the local press and social media campaigns. Throughout the consultation period, the Project team	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						were and continue to be available to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.	
8.9.4	National Grid should have further engagement with residents of Misterton.			X		Following the close of the statutory consultation, National Grid's contact channels have remained open for anybody with questions about its proposals. Additionally, it sent update newsletters to all properties living within 1 km of its proposals in September 2025 and January 2026 and a e-newsletter in June 2026. The update newsletters are also available on the project website, along with regular updates on the Project and how to contact the Project. Following submission of the Application residents of Misterton will have the opportunity to make representations on the Application as part of the Development Consent Order examination.	
Cultural Heritage							
8.9.5	Concern about visual impact on a specified Grade II listed building.			X		The Grade II listed building (NHLE: 1067741) is located 90 m north of the Order Limits. It would be directly affected by the pylon 4AF168 to pylon 4AF178. These are located within views from the building's principal southern façade. The route of pylons 4AF168 to 4AF172 crosses diagonally to the south of the asset, whilst pylons 4AF172 to 4AF178 run southward to the southwest of the asset, where they would form a stacked linear route in oblique views from the farmhouse's windows, over its formerly associated farmland. The farmhouse is derelict and in a poor state of repair. Although it is compromised by poor preservation, both of its fabric and its original farmstead setting, a cautious approach to assessment identifies a significant effect resulting from the operational presence of the proposed overhead line within its setting and a visualisation to support the assessment is presented in **Application Document 6.10.A3 Environmental Statement Appendix 10.3 Cultural Heritage Visualisations.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Design							
8.9.6	Overhead lines should follow the same rationale of Route Section 7 and continue be routed in close parallel with existing overhead lines to avoid villages having overhead lines on either side such as Misterton and impacting Sites of Special Scientific Interest. Request to construct new overhead line alongside existing overhead line that runs between Misterton and West Stockwith instead of diverting from Graizelound. This would mitigate impacts on views, heritage, settlements and rural landscapes.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity in this location. Environmental appraisal has been an integral part of the Project design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, including SSSIs, through avoidance or mitigation. An assessment of effects on important ecological features is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Although the designed route of Section 8 will cross Chesterfield Canal SSSI, continuation of paralleling with the existing lines would instead cross Chesterfield Canal where it is a Wildlife Site, and also cross Mother Drain, Misterton SSSI. The designed route does cross Mother Drain, Misterton but not where it is a SSSI or Wildlife Site. It is considered that the alignment reflects a balanced judgement across a wider corridor. In respect of impact to villages such as Misterton **Application Document 7.18 Corridor Preliminary Routeing and Siting Study provides details on the alternatives in this Route Section where** an eastern alternative to routeing south, was assessed. The existing density and complexity of overhead lines throughout the area east of Misterton would give rise to adverse cumulative landscape and visual impacts, should the new overhead line be routed in this area. The Corridor assessed followed the existing 4TM and ZDA overhead lines across the Mother Drain SSSI, leading to the potential for adverse impacts on this site due to the siting of pylons and access routes. There is a pinch point in CPRSS Section C3l(w) and sufficient stand-off from	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the existing overhead lines is unlikely to be possible (~150 m) without oversailing residential properties and curtilage east of Marsh Lane and Stockwith Road. Our overall decision on the alignment for the new overhead transmission line is presented within **Application Document 5.9 Design Development Report.**	
8.9.7	The "dog leg" in the proposed route will cost more compared to following the existing pylon route.				X	**Application Document 7.18 Corridor Preliminary Routeing and Siting Study** provides details on the alternatives in this Route Section where an eastern alternative, following the existing pylon route was assessed. The existing density and complexity of overhead lines throughout the area east of Misterton gives rise to adverse cumulative landscape and visual impacts, should the new overhead line be routed in this area. The Corridor assessed followed the existing 4TM and ZDA overhead lines across the Mother Drain SSSI, leading to the potential for adverse impacts on this site due to the siting of pylons and access routes. There is a pinch point in CPRSS Section C3l(w) and sufficient stand-off from the existing overhead lines is unlikely to be possible (~150m) without oversailing residential properties and curtilage east of Marsh Lane and Stockwith Road. Routing options have been identified through comparative appraisal as a means of responding to specific constraints which may include proximity to settlements, environmental sensitivities, heritage assets, land use considerations or engineering requirements. In this instance closely paralleling existing infrastructure has cumulative landscape and visual effects and introduces technical constraints relating to safety clearances and constructability. The chosen alignment reduces overall environmental and community effects balancing environmental protection and community considerations the proposed alignment reflects that broader planning balance rather than a purely cost led decision. Our overall decision on the alignment for the new	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						overhead transmission line is presented within **Application Document 5.9 Design Development Report.**	
8.9.8	Overhead lines should avoid Misterton/ are too close to Misterton.				X	National Grid has carefully considered the potential impacts of the Project on Misterton at an early stage, and the findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed, can be found in **Application Document 7.18 Corridor Preliminary Routeing Siting Study.** The importance of maintaining appropriate separation distance between new infrastructure and Misterton is recognised. During route development, in response to feedback received, the alignment was refined to take the western path within the corridor presented to increase the distance of the overhead line to Misterton while also taking account of environmental constraints, engineering feasibility land availability and impacts elsewhere along the corridor. Potential effects on receptors at Misterton, including people from dust/emissions and noise, are considered in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality, Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual**, and **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**. During construction, mitigation would be implemented to reduce the impact of noise, vibration and construction traffic movements**. Application Document 7.2 Outline Code of Construction Practice** sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction and also includes a commitment to communicate information about the proposed works to local communities, including Misterton. These measures will be secured by	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Requirements in **Application Document 3.1 Draft Development Consent Order**	
8.9.9	Concern that the Project will result in the villages and properties in Route Section 8 having an overhead line to the east and west				X	National Grid recognises the presence of overhead line infrastructure on more than one side of a village can give rise to concerns about visual impact and community perception. The route alignment has been developed through an iterative appraisal process seeking to balance environmental, technical and community considerations across the wider corridor. In some locations the presence of existing infrastructure, environmental constraints, land use patterns or engineering requirements limits the scope to avoid infrastructure on both sides of a settlement entirely. A landscape assessment has been presented within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and a visual assessment has been presented within **Application Document 6.7 Environmental Statement Chapter 7 Visual** and considers cumulative and sequential views including the experience of approaching and leaving settlements. Where potential cumulative effects arise the assessment identifies the degree of change and proposes mitigation where reasonably practicable, including pylon micro sighting and refinement of alignment. National Grid has sought to avoid placing overhead lines on either side of settlements where feasible, however complete avoidance is not always possible without transferring impacts to other communities or environmental receptors. The project's alignment reflects a corridor wide balance rather than a focus on any single location in isolation.	
8.9.10	Overhead lines in Route Section 8 should be routed to the west of the				X	National Grid has considered the respondents request to route overhead lines in Route Section 8 to the west of the proposed route to avoid villages and settlements. **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** presented	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	proposed route to avoid villages and settlements. New overhead line route proposed to the west of the proposed route, to the western side of Gringley and re-route around Clayworth. This would mitigate impact on villages/settlements as the overhead line would be placed on open farmland instead.					at statutory consultation provides details on the alternative routeing considered in this Route Section. A western alignment was presented as Corridor 1, it is located furthest west and is the longest Corridor of the options appraised. Potential for adverse impacts on views across the Idle Valley from scattered residential properties and from the settlements of Misson, Bawtry, Scaftworth and Scrooby were identified alongside potential impacts and routeing constraints arising from the River Idle Washlands SSSI, Scrooby Top Quarry SSSI, Eskamhorn Meadows SSSI, Buntings Wood, Thorne LNR and Gamston and Eaton Woods and Roadside Verges SSSI which were also located within/next to Corridor 1. The conclusion of a back-check to routeing to the west of the proposed alignment concurs with Corridor 1 being discounted as a preferred option due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites whilst also being a longer and less direct route, therefore not being compliant with the Holford rules. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Our overall decision on the preferred alignment for the new overhead transmission line is presented within **Application Document 5.9 Design Development Report.** The request would result in an overall increased route length, closer proximity to Willow Farm airfield and Idle Valley Nature Reserve SSSI as well as having programme implications due to the additional surveys and land referencing and consultation that would need to be conducted if the change were to be accepted. For these reasons the request has not been incorporated into the Project's design.	
8.9.11	New overhead lines from pylons 4AF185 to 4AF190 should be				**X**	National Grid has carefully considered the potential for triple parallel routeing to the west of the existing 4TM and ZDA overhead lines in this location. **Application Document 7.18 Corridor**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	moved east to either run alongside existing overhead lines or be integrated into the existing lines using upgraded technology. This would avoid of residents of Gringley on the Hill.					**Preliminary Routeing and Siting Study (CPRSS)** presents the alternatives considered where our assessments have found it is unlikely to be feasible due to the pinch point in CPRSS Section C3l(w). Sufficient stand-off from the existing overhead lines is unlikely to be possible (~150m) without oversailing residential properties and the curtilage east of Marsh Lane and Stockwith Road. Further information on the reasons for discounting Corridor 3 in this section can be found in the CPRSS. National Grid has also considered the respondents request to integrate the overhead lines between pylons 4AF185 and 4AF190 into the existing lines using upgraded technology. The existing pylons are designed to carry two separate electrical circuits, one on either side of the pylon. They cannot carry more circuits, but they will be designed to carry as much power as possible while operating to the Security and Quality of Supply Standards that the network is operated to. It is not therefore possible to integrate this request into the Project's design.	
8.9.12	Request to move pylon 4AF181 north of its current proposed location to reduce impact on religious practice.				X	National Grid has considered the respondents request to move pylon 4AF181 to be sited north of its current proposed location to reduce impact on religious practice. The change has been accepted as no technical or environmental constraints arose from integrating this request into the Project's design.	X
8.9.13	Overhead line to be routed to the east of the River Trent (no start or end point referenced in feedback). This is to reduce impacts on settlements, farmland, landscape, woodland.				X	National Grid has carefully considered the potential impacts of the Project at an early stage, considering alternative strategic proposals as well as alternative corridors. The findings and justifications for the selection of the preferred corridor in which the new overhead line is proposed to be routed, was presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study (CPRSS)** that was published in support of the stage one non-statutory consultation in 2023. A route which runs to the east of the River Trent was presented as Corridor 4 which	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						connected to Corridor 3, north of Beltoft, providing an eastern alternative to routeing south through or close to the Trent Valley on Corridor 3 or a combination of Corridors 2 and 3. The use of Corridor 4 would require routeing on the eastern side of the two existing overhead lines south of the Garthorpe area (where two of the existing lines meet). This would be technically challenging due to the requirement to cross two overhead transmission lines and four 132kV overhead distribution lines, requiring a combination of line swap overs and undergrounding, particularly near Keadby. The convergence of all these lines would introduce visual confusion in this area and have adverse impacts on landscape character. Overall, much of this preliminary corridor was assessed as being relatively unconstrained from an environmental and socio-economic perspective. Whilst it would introduce overhead transmission infrastructure into a landscape where this type of development does not currently exist, no significant landscape designations would be affected, and it would avoid the need to parallel a third line along Corridor 3. However, routeing would be technically challenging. The entrance to this preliminary corridor would potentially require underground cabling with sealing end cables, a crossing of the Humber Carbon Capture Pipeline (HCCP) Project. Further south, crossings would be required of oil and high pressure gas pipelines and 132kV and 33kV overhead lines. In the approach to High Marnham the 4ZM overhead line would need to be crossed, together with the River Trent, the 4VK and possibly the existing 4VE overhead lines. All of the line crossings would likely require underground cabling, adding to cost and complexity and requiring the construction of at least three, and possibly five, permanent compounds. In addition, crossing of several 33kV and 132kV overhead lines in the south of the corridor will cause visual confusion in these areas. For these reasons a route to the east of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the River Trent has not been taken forward as part of the Project's design.	
8.9.14	Request to relocate pylon 4AF185 due to distance between the pylons and field boundaries would negatively impact use of agricultural machinery. Request to move the pylon closer to field boundaries to reduce amount of redundant land or adjust the pylon positions to allow for a minimum of 40m clearance. Current distance between pylons and field boundaries is between 17.5m and 32m, which is too small for movement of agricultural machinery and will leave land unfarmable. Request that pylon 4AF185, which is currently proposed 25m south of field boundary, is moved north to sit on the field boundary to lessen the level of the			X		National Grid has considered the request to relocate pylon 4AF185 to reduce impact on farming operations. The request to implement a 40m clearance from the field boundary has been integrated into the Project's design, as whilst improving agricultural compatibility the relocation also allows for a reduction in pylon height by 3 metres for both pylon 4AF185 and pylon 4AF186 and reduces potential impacts to boundary vegetation by increasing distance from trees.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	pylons invasiveness and allow practical farming to continue around it.						
8.9.15	Request for a number of alternative overhead line alignments between pylons 4AF161 and 4AF174 in the Misterton area. Several route options were suggested that would deviate from National Grid's proposed alignment, including: • a route diverging from pylon 4AF161 and continuing roughly parallel to the proposed route before rejoining at pylon 4AF172, with the south-southwest change in direction occurring north of Tindale Bank Road adjacent to Higgins Agriculture rather than at pylon 4AF172; • a route diverging from pylon 4AF169 on a more southwestern alignment before				X	National Grid has considered the respondents requests for changes to the overhead line alignment between pylons 4AF161 and 4AF174. During the appraisal, National Grid considered options to meet the respondent's requests which included routeing to the north and south of the proposed alignment. None of the routeing options were preferable from a technical, environmental or lands perspective to the proposed alignment. The options introduced oblique crossings of roads, bridges and watercourses making stringing more complex whilst increasing scaffold footprint leading to potential impacts through the loss of vegetation. The options increased the number of tension pylons required and were closer in proximity to residential properties, a listed building and priority habitat at Warping Drain. A greater degree of established tree and hedgerow boundary were also likely to arise from the routeing options considered. For these reasons the request has not been incorporated into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	rejoining at pylon 4AF174; • two alternative routes diverging from pylon 4AF168, one continuing southwest to the edge of Misterton Golf Course before turning south to rejoin at pylon 4AF173 and another continuing directly southwest across the golf course before rejoining at pylon 4AF173; and • a route continuing in the existing proposed direction beyond pylon 4AF163 before turning south-southwest adjacent to Stockwith Road and running parallel to National Grid's proposed route before rejoining at pylon 4AF173.						
8.9.16	Request that pylons 4AF176 to 4AF183 currently positioned			X		National Grid has reviewed the request to move pylons 4AF176 to pylon 4AF183 (4AF182 in the Application) to field boundaries. National Grid recognises that locating pylons along field	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	within fields be relocated to sit directly along the field boundaries. This repositioning is intended to minimise both the visual and physical impact of the Project.					boundaries can reduce impacts on agricultural operations. However, it is not always feasible to position pylons within or directly adjacent to field boundaries. Pylon siting is governed by a number of technical and environmental constraints. Where practicable, micro sighting flexibility will be used at the design stage to refine pylon positions and reduce agricultural inconvenience. In this circumstance it has only been possible to relocate 4AF178 in response to this request.	
8.9.17	Request to use a specified yard as a potential compound location. The response suggests that the yard is well-suited for this purpose, being in an isolated location but with excellent access due to its former use for HGV storage and beetroot production. It includes a hardstanding area that can support 24/7 storage of machinery or materials. The site is also secure and has no immediate neighbouring properties.			X		National Grid reviewed the request to utilise the yard as a compound location. This change has not been implemented into the design due to the highway access from the suggested location not being suitable for compound traffic.	
8.9.18	Request to continue the trajectory from pylon 4AF163 to cross the train			X		National Grid considered this request and assessed options to reroute the overhead alignment from pylon 4AF163 to meet the request. The options result in a longer route length of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	lines and Tindale Bank Road behind specified property and then continue the path heading west to join with pylon 4AF170. This pathway between two specified properties would have a limited effect on the visual outlook of these properties as they are angled away from the path of the pylons. This would mitigate the impact of pylon 4AF168 on specified properties including mental health and impact on views. Request to widen the angle of the route at pylon 4AF163, which would then alter the route by moving the course of the pylons back and therefore pylon 4AF167 would be further back from specified properties.					approximately 300m and would introduce a sharper angle as well as an additional tension pylon increasing visual impact. This alignment also increases vegetation impacts as it requires a longer offline haul road due to the overhead line being further from the main highway network. Due to this the change has not been incorporated into the Project's design. National Grid also considered the request to widen the angle at 4AF163. This results in the direct over sail of residential properties and gardens near the railway and crosses the River Idle at a very oblique angle which would necessitate larger, more complex crossing protection, result in greater vegetation clearance. For these reasons the request has not been incorporated into the Project's design.	
8.9.19	Request for pylon 4AF166 is moved in a			X		National Grid has considered the request to move pylon 4AF166 in a southerly direction to the field boundary. National Grid recognise that locating pylons along field boundaries can reduce impacts on	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	southerly direction to the field boundary.					agricultural operations. However it is not always feasible to position pylons within or directly adjacent to field boundaries. Pylon siting is governed by a number of technical and environmental constraints. In this circumstance it has not been possible to relocate pylon 4AF166 as requested as this would take the alignment in closer proximity to properties and would introduce an additional t pylon, which is not favoured for landscape and visual reasons.	
8.9.20	Request that a small portion of specified land that will be used for the project is removed from the Order Limits.			X		National Grid understands the request to reduce the extent of land included within the Order Limits where no permanent infrastructures is proposed in that area. Order Limits define the maximum extent of land within which the Project may be constructed and maintained. A 50m Limit of Deviation (LoD) buffer is a defined corridor shown on **Application Document 2.3 Land Plans** which allows a degree of flexibility in the final positioning of the infrastructure. Removal of a sliver from the LoD may appear minor in isolation however because overhead line infrastructure operates on a continuous engineered system the position of one structure influences adjacent structures. It is therefore not possible to restrict flexibility at a single point. National Grid has reviewed the Order Limits to ensure only that land required for the Project is included. For these reasons it is not possible to remove this land from the Order Limits.	
8.9.21	Suggestion that the temporary construction compound located at 4AF166) needs to be moved into the southwest field corner. Consultee references the flood risk at this location.			X		National Grid has considered the request to relocate the temporary construction compound located at pylon 4AF166 to the southwestern field corner. The location of the temporary construction compounds has been considered as part of the Project's Environmental Impact Assessment, including **Application Document 6.11 Environmental Statement Chapter 11 Water Environment, Application Document 6.12 Environmental Statement Chapter 12 Geology and**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Hydrogeology and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. It is acknowledged that the compound is sited within Flood Zone 3 and the compound movement would not be able to avoid this. The location of the compound at statutory consultation had been designed to minimise field sterilisation as the compound is flush to the haul road access and close to the western field boundary. The soil in this area is considered compact and predominantly clay, with low rates of infiltration. The terrain is flat and there was no clear overland flow path, so the area is suitable for attenuation but will drain slowly, hence moving the compound as requested is unlikely to be of benefit. However, due to wider Project design considerations, the location of the temporary construction compound has been relocated to an area south of Tindale Bank Road off this plot of land.	
8.9.22	Consultee requests that the access route at What 3 Words reference ///encloses.eaten.signal be removed. Routes should follow existing routes, and additional access points should be avoided.			X		National Grid has considered the request to remove the access route between pylon 4AF168 and pylon 4AF169. Whilst there is a farm track in this location the temporary construction haul road is designed to suited to the construction needs of the Project, whilst considering environmental, technical and landowner constraints. As designed the haul road avoids both a ditch and vegetated areas along the boundary of the field. The design makes use of an existing gap in the hedgerow and does not lead to hedgerow loss. For these reasons the request to remove the access to pylons 4AF168 and 4AF169 has not been incorporated into the Project's design.	
8.9.23	Request for pylon 4AF168 to be moved to its respective field boundary i.e. slightly to the northwest to position					National Grid recognises that locating pylons along field boundaries can reduce impacts on agricultural operations. However, it is not always feasible to position pylons within or directly adjacent to field boundaries. Pylon siting is governed by a number of technical and environmental constraints. design Due to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	pylons on field boundaries.					the presence of a ditch pylon 4AF168 is located as close to the field boundary as possible. For these reasons no change will be incorporated into the Project's design.	
8.9.24	Response queries the need for the haul road lying between pylons 4AF168 and pylon 4AF169, saying it is unnecessary and should be removed. Instead, access to pylon 4AF168 should be via A161 and pylon 4AF169 through Tindale Bank Road separately.			X		National Grid has reviewed the request for the removal of the haul road between and pylons 4AF168 and 4AF169. The temporary construction haul road is required in this area between the pylons to support construction and access to pylons 4AF168 and 4AF169. The haul road is temporary and is being constructed to mitigate construction traffic impacts on local roads to the mitigate impacts on the wider community.	
Ecology and Biodiversity							
8.9.25	Concern about impact on SSSI – Chesterfield Canal, River Idle Washlands and Misterton Mother Drain.	X			X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project's design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, such as SSSIs, through avoidance or mitigation. An assessment of effects on important ecological features is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Embedded measures are those that are intrinsic to and built into the design of the Project, these are presented in **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 7.3 Register of Environmental Actions and Commitments. Direct impacts to Mother Drain, Misterton SSSI and River Idle Washlands SSSI will not occur during the construction or operation of the Project. Potential indirect impacts, such as pollution will be mitigated. Detailed surveys of wild swan habitat use and flight activity across Misterton and Gringley Carrs have informed the assessment of potential indirect effects of the Project on the SSSI, including the potential for construction-phase disturbance, and operational phase habitat loss and collision risk on wild swans and other qualifying species of the SSSI Proposed measures of relevance to the protection of Chesterfield Canal SSSI include the application of appropriate stand-off distances to minimise impacts to associated vegetation and crossing the canal using a clear span bridge. Mitigation and good practice measures to reduce effects on the environment are set out in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Proposed mitigation and good practice measures to reduce effects on the environment are set out in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of specific relevance to the River Idle Washlands SSSI are being developed around the following broad principles, the details of which will be included in the Environmental Statement and supporting documents: • Timing of vegetation clearance and construction works to minimise effects on key species; • Appointing an Ecological Clerk of Works (ECoW) to ensure that works are carried out in a way that minimises the disturbance	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						effects of construction on foraging birds and to avoid harm to the nests, eggs and live adult and young breeding birds; • The adoption of least-disturbing construction methods and screening of works to minimise construction disturbance where possible and necessary; • Installation of bird diverters on sections of the proposed overhead line where assessment indicates that this is required.	
8.9.26	Concern about impact on rare aquatic plant life in Chesterfield Canal (including Linton's pond weed, short-leaved water starwort and brackish water crowfoot).				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on watercourses and aquatic ecology. Environmental appraisal has been an integral part of the Project design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including protected and notable species and habitats, through avoidance or mitigation. The findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to Chesterfield Canal include crossing the watercourse using a temporary clear span bridge for the temporary haul road. This will protect the watercourse, its banks, and water quality by removing works from within the channel. Appropriate stand-off distances have been applied to watercourses across the Project to avoid direct effects where practicable and fuels, oils and chemicals will be stored responsibly, away from sensitive water receptors as detailed in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.2 Outline Code of Construction Practice.	
8.9.27	Concern about impacts on wildlife in Route Section 8, including deer, swans, geese and hares.				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected and notable species. The data have informed the assessment of effects on important ecological features, including brown hare and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. An assessment of effects on ornithological features is presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. The majority of the arable land in Route Section 8 will be reinstated post construction and will continue to be available for brown hare. Other suitable habitat, including hedgerows and woodland edge will be avoided as far as practicable, with hedgerows reinstated post construction. Impacts on deer are not considered as part of the ecology assessment as deer are not a protected species, however **Application Document 7.2 Outline Code of Construction Practice and Application Document 7.3 Register of**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Actions and **Commitments** contains commitments to limit the impact of the Project on the environment as a whole. Such measures, which are both embedded into the Projects design and best practice during construction include the retention of existing hedgerows and woodland edges, maintaining continuous field margins where practicable, avoiding fragmentation of habitats. Measures of specific relevance to wild swans and other wetland birds recorded within Route Section 8 are being developed around the following broad principles, the details of which will be included in the Environmental Statement and supporting documents: • Timing of vegetation clearance and construction works to minimise effects on key species; • Appointing an Ecological Clerk of Works (ECoW) to ensure that works are carried out in a way that minimises the disturbance effects of construction on foraging birds and to avoid harm to the nests, eggs and live adult and young breeding birds; • The adoption of least-disturbing construction methods and screening of works to minimise construction disturbance where possible and necessary; • Installation of bird diverters on sections of overhead line where the data indicate that this is required to reduce potentially significant avian collision effects.	
8.9.28	Concern about impacts on Whooper Swans overwintering at Gringley Carr and Misterton Carr.	X				Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ornithology and migration paths. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to take account of existing bird activity and, where practicable, seeks to reduce impacts on	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						areas of sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. Assessment of impacts on birds (including bird strike risk) and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data, which has included Vantage Point (VP) and field count surveys across Gringley and Misterton Carrs between October 2025 and March 2026, specifically targeting wildfowl including wild swans. The assessments are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. National Grid has engaged with Natural England, the RSPB and Local Authorities on aspects relating to ornithology, including appropriate mitigation measures and techniques. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.8 Landscape and Ecology Management Plan**. Measures of specific relevance to wild swans and other wetland birds recorded across Gringley and Misterton Carrs are being developed around the following broad principles, the details of which will be included in the Environmental Statement and supporting documents: • Timing of vegetation clearance and a construction works to minimise effects on key species; • Appointing an Ecological Clerk of Works (ECoW) to ensure that works are carried out in a way that minimises the disturbance effects of construction on foraging birds and to avoid harm to the nests, eggs and live adult and young breeding birds;	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• The adoption of least-disturbing construction methods and screening of works to minimise construction disturbance where possible and necessary; and • Installation of bird diverters on sections of the proposed overhead line where assessment indicates that this is required.	
8.9.29	Concern about overhead lines impacting on swan migration / collision with overhead lines.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ornithology and migration paths. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to take account of existing bird activity and, where practicable, seeks to reduce impacts on areas of sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. Assessment of impacts on birds (including bird strike risk) and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data, which has included Vantage Point (VP) and field count surveys across Gringley and Misterton Carrs specifically targeting wildfowl including wild swans. The assessments are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. National Grid has engaged with Natural England, the RSPB and Local Authorities on aspects relating to ornithology, including appropriate mitigation measures and techniques. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Code of Construction Practice** (CoCP) and **Application Document 7.8 Landscape and Ecology Management Plan**. Aside from the measures set out in the documents above, the potential effects of collision on the populations of overwintering	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						wild swans that occur on parts of Misterton and Gringley Carrs have been assessed in detail, and in relation to the birds' patterns of habitat use, to determine the likely locations where bird diverters may need to be installed on the proposed overhead line. This is set out in **Application Document 7.3 Register of Environmental Actions and Commitments**, underpinned by the findings of **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**, and its supporting appendices.	
8.9.30	Concern about impact on 300 trees planted by the community which supports birds in the area).				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing woodland and, where practicable, seeks to reduce impacts through avoidance or mitigation. **Application Document 7.13 Arboricultural Impact Assessment** (AIA) has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses. The extent of the area identified in the comment is not clearly specified, however it appears to include Misterton and Gringley Carrs between the Chesterfield Canal and the River Idle. Bird surveys across this area include year-round vantage point surveys to monitor bird flight activity and habitat use, wintering bird field counts and species – specific breeding bird surveys, the results of which are set out in **Application Document 6.9.A2 Environmental Statement Appendix 9.2 Ornithology Baseline Report**. The potential effects on birds identified as part of the baseline, and mitigation measures to minimise or avoid effects on birds are identified in Sections 9.7-9.7 of **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**, with further detail of mitigation set out in **Application Document 7.2 Outline Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions** and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Commitments and **Application Document 7.8 Landscape and Ecology Management Plan.**	
8.9.31	Concern about temporary and permanent impacts on turtle dove, recorded during a vantage point survey (VP), singing within known breeding habitat consisting of mature scrub on the north bank of the River Idle (Route Section 8) from loss of breeding habitat.				X	The Project has adopted a design that will avoid direct losses of habitat suitable for turtle doves by adopting stand offs between working areas and the banks of the River Idle. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.8 Landscape and Ecology Management Plan**. Further, an Ecological Clerk of Works (ECoW) will be employed to ensure that the potential impacts of construction on breeding birds are minimised and that nests are protected from harm during construction.	
8.9.32	Concern about the impacts on the Chesterfield Canal, River Idle and wildlife and habitats associated with them.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project's design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, through avoidance or mitigation where possible. An assessment of effects on important ecological features is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Embedded measures are those that are intrinsic to and built into the design of the Project, these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Proposed measures of relevance to the protection of the River Idle include appropriate stand-off distances to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						minimise impacts to the river, however some management of trees and vegetation will be required. The Chesterfield canal will be crossed using a temporary clear span bridge for the temporary haul road. This will reduce the effects on the watercourse, its banks and water quality by removing works from within the channel. Appropriate stand-off distances have been applied to watercourses to avoid direct effects where practicable and fuels, oils and chemicals will be stored responsibly, away from sensitive water receptors. Mitigation and good practice measures to reduce effects on the environment are set out in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.9.33	Opportunities for on-site BNG and enhancement of Local Wildlife Sites (LWS) sites throughout the development area should be prioritised over off-site compensation.				**X**	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of designated sites. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.20 2025 - Design Development Report, and **Application Document 7.1 Biodiversity Net Gain Report.**	
Economic							
8.9.34	Compensation costs such as for land, convenience, loss of earnings and ongoing compensation for businesses and homeowners situated near to and with overhead lines on either side are missing from the comparison calculations.				X	The Compensation Code allows for a claim of compensation for prescribed losses that property owners whose land is used for the works or may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Any settled compensation will enable them to be in a position of equivalence as far as money is able to do so. Comprehensive information is provided within **Application Document 7.17 Strategic Options Report Including Needs Case** regarding the selection of the preferred strategic option and options discounted. This includes associated cost, environmental, socio-economic and technical considerations.	
8.9.35	National Grid is prioritising costs over the damage to the environment of Misterton and the Chesterfield canal areas/ cost is the clear driver for the decisions made on the Project.				X	Whilst cost is a factor in the design process, the costs relating to routeing at Misterton and the Chesterfield canal areas have not been prioritised in the decision-making process of the routeing of the Project. National Grid seek to develop the most appropriate design taking into account engineering, environmental factors and cost in accordance with our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers.	
8.9.36	National Grid should not have a blanket approach			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	to compensation claims per pylon as some land is worth more than others.					better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the Project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis. The Compensation Code allows for a claim of compensation for prescribed losses that property owners whose land is used for the works, or may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Any settled compensation will enable them to be in a position of equivalence as far as money is able to do so.	
8.9.37	The proposed compensation is insufficient to cover costs of damage to pure silt ward land around pylon 4AF165.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						agreements with affected landowners, acquiring land and rights in land in accordance with our Land Rights Strategy. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the Project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis. The Compensation Code allows for a claim of compensation for prescribed losses that property owners whose land is used for the works, or may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Any settled compensation will enable them to be in a position of equivalence as far as money is able to do so.	
Health, Safety and Security							
8.9.38	Concern about health impact on residents of villages in Route Section 8 have overhead lines on either side, including Misterton and Walkeringham.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential health impacts on villages, including Misterton and Walkeringham. Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Project on health	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and wellbeing, and where appropriate identified means of mitigating any impacts. As part of the Environmental Impact Assessment, consideration is made to how the construction and operation of the Project could impact on receptors such as air quality, noise and vibration, along with how these might impact on health. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses community identity, culture, resilience, and influence as a determinant of health and wellbeing, which includes landscape and visual effects within the construction and operation phases. This assessment draws upon the residual effect conclusions of **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** and therefore considers how changes to the landscape and visual environment impact community and social cohesion. Whilst it is acknowledged that significant visual and landscape effects are identified in Misterton, these effects are not considered to be of a scale or nature that would result in significant adverse physical or mental health effects at a population level. No residual significant effects are anticipated at a population level during construction or operation arising from community identity, culture, resilience and influence impacts. It should be noted that the community identity, culture, resilience, and influence determinant also comprises impacts to community facilities, local services, and pen spaces, as well as severance effects, changes to community composition, and crime.	
8.9.39	Concern about safety during the construction between the two level crossings in Route Section 8 as may	**X**				**Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** (section 14.8) includes details of measures to reduce the risks associated with construction traffic. For example, for AIL movements there would be coordination with the local highway authority, the Police and Network Rail. In	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	negatively impact the road/rail interface for pedestrian and vehicle users of the crossing, and may create a blocking back issue over the crossing, hence increasing the safety risk at the two crossings.					addition, appropriate traffic management will be introduced, along with driver training for HGV users.	
8.9.40	There has been no assessment of the health risks for those living between three sets of 50-60m high pylons.				X	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause some stress and anxiety. The UK has a set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines (ICNIRP, 1998). Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. Where an overhead line is proposed in close proximity to another, including for residents living between three sets of 50-60m high pylons, these will be designed so the total fields do not to exceed these exposure guidelines. This helps ensure that health concerns relating to EMFs are properly and adequately addressed. National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. The human health and wellbeing assessment as part of the EIA for the Project assessed the health effects for residents and employees within proximity to the alignment utilising **Application Document 7.11 Electric and Magnetic Field Compliance Report**. Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment.	
Landscape and Visual							
8.9.41	Concern about impact on the local/ rural landscape and views of Misterton. Concern about the combined visual impacts of three overhead lines on villages and properties Concern about the impact on views from the high point on Debdhill Road.				X	Through sensitive routeing and siting, National Grid has sought to reduce the effect on landscape and visual receptors including communities, keeping it at a distance from settlements and individual properties where practicable. The Environmental Statement (ES) considers the potential effects on receptors, including people during construction and operational phases. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. In Route Section 8, the proposed overhead line would diverge to the west and away from the two existing overhead lines to distance of up to 4 km. It would therefore extend the influence of high-voltage infrastructure across a wider geographical area, leading to a further loss of scenic qualityViewpoints to illustrate the effects from Misterton are presented in **Application Document 6.7.A4**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Statement Appendix 7.3 Viewpoint Assessment and include viewpoints VP E-02 from near Debhill Road and VP E-04 from Fountains Hill. The assessment of views from the community of Misterton which includes Debhill Road has concluded major adverse (significant) effects. The proposed overhead line would introduce new pylons into the views from the western edge of the community area, which is currently unaffected by existing pylons. This means that new pylons would be seen on the skyline and they would be prominent in views. Within the settlement of Misterton, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation, as illustrated by VP E-02, but as the proposed overhead line wraps around the community to the north and west of the village and away from existing overhead lines, there would be filtered views for a number of visual receptors including the holiday parks to the north of the community area and users of the Chesterfield Canal. The change would be seen across a large geographical area within this community area.	
Noise and Vibration							
8.9.42	Concern about impact of operational noise and vibration and the combined impacts from other nearby overhead lines.				X	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment forms part of the Environmental Statement (ES) prepared in accordance with the Environmental Impact Assessment Regulations 2017 ('the EIA Regulations'). Noise and vibration levels have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. No significant residual effects from operational noise	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and vibration have been identified. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.	
Planning							
8.9.43	National Grid should build pylons in areas that don't already have existing pylons.				X	The routeing and sighting of the Project has been undertaken through a detailed assessment process that considers a wide range of environmental, technical, engineering, safety and land use factors. This process does not rely solely on the presence or absence of existing infrastructure but instead seeks to identify the most appropriate and sustainable route when all constraints are taken into account. In some instances, locating new infrastructure within or alongside existing utility corridors can be beneficial as it may help to consolidate infrastructure within defined areas rather	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						than introducing new routes through previously unaffected landscapes. Where possible the Project has been designed to be parallel or close parallel with the existing overhead lines to reduce the spread of infrastructure in views, but this has not been achievable in Route Section 8 due to existing land use constraints, which results in the alignment being in an area which does not currently have pylons. However, this is only one of the many considerations and it is not always technically or environmentally feasible to avoid all existing infrastructure corridors or to exclusively select entire undeveloped areas. The final route reflects a balanced approach that considers impacts on communities, landscape character, ecology, heritage assets, engineering requirements and network efficiency. The Environmental Impact Assessment process has assessed these factors in detail and identified appropriate mitigation measures where appropriate.	
8.9.44	Concern that the Project will impact on the opportunity for Misterton Golf Course to become operational again (currently unused).				X	The route selection and design process has taken into account existing land uses and known planning and environmental constraints. The assessment has been based on the current baseline and any reasonably foreseeable changes in land use that were identified during the Environmental Impact Assessment process. Where the Project affects land that may be brought back into active use in the future, National Grid will continue to engage with relevant landowners and occupiers to understand operational requirements and, where reasonably practicable, seek to minimise impacts through design, construction planning and appropriate mitigation measures. The Project would not necessarily preclude the future operation of the golf course, as many recreational land uses continue to operate in the vicinity of electricity transmission infrastructure, subject to appropriate safety clearances and operational requirements. Any permanent or temporary effects on recreational land use have been assessed within **Application**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Document 6.17 Environmental Statement Chapter 17 - Socio-economics, Recreation and Tourism.	
8.9.45	Concern that the Project will impact the potential reopening of Doncaster Airport at Finningley, as it may be on the flight path.				X	National Grid recognises the importance of safeguarding aviation operations and has considered potential interactions between the Project on aviation interests as part of the Project's design and assessment process. Relevant aviation stakeholders and safeguarding bodies have been consulted where appropriate to ensure that any potential effects on existing or planned aviation infrastructure are understood. Should proposals for the reopening of an airport progress any safeguarding matters will be considered in accordance with the applicable regulatory requirements and consultation procedures at that time.	
Socioeconomic							
8.9.46	Concern about impact on productive and good quality agricultural land, as well as the quantity of farming activity.				X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Where land is temporarily affected	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by Requirements in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction. Permanent loss of agricultural land to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation have been kept to a minimum, and are small in scale.	
8.9.47	Concern about impact on tourism in Misterton, on tourist businesses along the Chesterfield Canal, and on holiday properties.				**X**	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to businesses. To reduce potential impacts, National Grid has identified visitor attractions and businesses that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Where impacts on businesses, recreation and tourism have been identified these have been presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA) presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and other factors which can impact are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality, Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. Within Route Section 8 road closures at Cattle Road are anticipated for third-party undergrounding works by NGED that will	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						require roads closure, with working hours of 10:00 to 15:00, Monday to Friday. Separately, the construction and subsequent removal of the Cattle Road bellmouths will require a further road closures. As Cattle Road is the only point of connection to the wider network, both closures would sever access along the shared route, impacting businesses and properties situated along the section of Cattle Road. Stage 2 mitigation will be applied to reduce the impact of this severance, including measures such as advance notice of works, daily access maintained where practicable, safe pedestrian access, and regular updates provided by a community liaison officer. With the working hours restriction providing morning, evening, and weekend vehicle access on each occasion, and Stage 2 mitigation substantively addressing the practical impact of the closures on access, the magnitude of this impact is assessed as small. This results in a minor adverse severance effect on the property, which is not significant. A 130 m-long section of the Chesterfield Canal falls within the Order Limits, together with a 250 m stretch of towpath to the west of the proposed overhead line alignment that would be used as a construction access track. The navigational closures of the affected sections of the Chesterfield Canal are anticipated to last three months and take place over the Winter period. Advance communication would be provided through appropriate channels (such as signage, formal closure requests, and a Canal & River Trust alert for Chesterfield Canal) allowing canal users to plan accordingly. The affected section is short (approximately 130 m) relative to the overall length of the canal corridor, and does not contain infrastructure critical to navigation. Boating and non-motorised recreational activity depends on continuity of access along the waterway meaning it is difficult for users to relocate to an adjacent section given that movement through the whole network is constrained by a closure. The three-month closure period	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						represents a prolonged restriction on that continuity with through-navigation and associated recreational activity not possible within the affected sections. However, these closure periods would take place during the Winter, where both motorised and non-motorised canal navigation demand is substantially lower than during the warmer months. Furthermore, all impacts would be temporary in nature, with full restoration of navigational access anticipated following completion of construction works, resulting in no permanent change to the navigational or recreational character of either canal. The magnitude of impact on the boating and non-motorised recreational function of these canal sections is assessed as small. Overall, this results in a temporary minor adverse effect, which is not significant.	
8.9.48	Concern about devaluation of property in Graizelound and Misterton.				X	While National Grid understand that new infrastructure proposals near your home can cause concerns about property values, however studies show that properties adjacent to proposed infrastructure tend to recover quickly in terms of market value. Potential impact on property prices is not a material planning consideration for the purposes of a DCO application and although not part of the Environmental Impact Assessment process it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).	
8.9.49	There is no benefit for the local community and the power is for elsewhere.				X	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of a number of network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewable energy targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
8.9.50	Concern about impact on recreational activities, including exercising along the Chesterfield Canal				X	**Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and confirms that no recreational land facilities are anticipated to experience any significant severance effects during construction or operation of the Project. In this Route Section a 130 m-long section of the Chesterfield Canal falls within the Order Limits, together with a 250	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						m stretch of towpath to the west of the proposed overhead line alignment that would be used as a construction access track. During construction a diversion of the PRoW is proposed which doesn't result in any increase in journey length, however, the diversion will lead to a proportion of the route to be moved away from the Chesterfield Canal, so may not provide the same character and amenity value. The associated closure will be temporary in nature, though the proposed duration is considered long term. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has assessed access to open space, leisure, and play space for recreation, physical activity, social interaction, and mental wellbeing. No likely significant effects on health and wellbeing arising from open space, leisure, and play effects due to impacts on amenity, access, and provision during the construction phase is assessed.	
Traffic and Transport							
8.9.51	Access routes are not suitable in Haxey.			**X**		A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the construction access strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. An assessment of the PARs in the vicinity of the Haxey area, (e.g. A161 Epworth Road (PAR 65), Brackenhill Road / East Lound Road (PAR 69), B1396 Tower Hill (PAR 70) and A161 Haxey Lane (PAR 71)) concluded there would be negligible (not significant)	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						environmental impacts associated with traffic and transport generated by the construction traffic.	
Walkers, cyclists and horse riders							
8.9.52	Concern about impact on PRoW – Trent Valley Way from overhead line and pylon 4AF185.				X	Impacts on Public Rights of Way (PRoW) are discussed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in **Application Document 7.6 Public Rights of Way Management Plan**. Through routeing and siting work, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to PRoW. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. If any significant impacts on PRoW have been identified that cannot be avoided mitigation has been provided, mitigation measures include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. National Grid has worked closely with the relevant highway authorities to understand and gain information on PRoW and the local road network. Effects on PRoW have been mitigated where possible, maintaining access where practicable, with closures as a last resort. A temporary closures and diversions along the Trent Valley Way are proposed during construction, details of which can be found in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 7.6 Public Rights of Way Management Plan.	
Water, Flood Risk and Drainage							
8.9.53	Concern about flooding and proposed drainage mitigation on property.			**X**		National Grid has sought to reduce the impact on areas prone to flooding through the routeing and siting exercise and has made further design changes based on consultation feedback. However, in some areas land that is prone to flooding cannot be wholly avoided. Where this is the case, the new Project infrastructure has been subject to a detailed flood risk assessment **Application document 7.13 Flood Risk Assessment** (FRA) which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure it is in line with policy requirements and to satisfy flood risk management authorities, that the Project is resilient to flooding and doesn't increase flood risk elsewhere. The FRA has identified several mitigation measures necessary to ensure this, including measures to the continued function of existing field drainage systems within the Order Limits, or to re-provide equivalent systems where necessary. As the Project advances, National Grid will work closely with directly impacted landowners who may be affected by our proposals, in order to minimise our impacts on their land and operations, and the Project's impact on the wider area. Specifically, National Grid has made a commitment within **Application Document 7.3 Register of Environmental Actions and Commitments** to install replacement land drainage schemes where appropriate. During the design stage of the Project a specialised drainage contractor(s) will provide advice, and the relevant Lead Local Flood Authority or Internal Drainage Board, in addition to affected landowners, will be consulted on proposals. The specialist contractor(s) will provide advice to National Grid and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the Main Works Contractor(s) during all relevant construction and reinstatement activities. Permanent records of the land drainage locations will be made and passed to the landowners/occupiers.	
8.9.54	Concern about impacts on waterways and from crossing the canal in Route Section 8.				X	The Environmental Statement and Water Framework Directive (WFD) Assessment that has been prepared assesses the potential for effects on all attributes of the watercourses (inclusive of canals) within the Study Area, including on their water quality, flow regimes, morphology and land drainage functions, considering both construction and the operation of the Project. These assessments have been prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the assessment are within **Application Document 6.11 Environmental Statement Chapter 11 Water Environment.** Where the Project crosses the canal, the Project is commitment to maintain a buffer where practicable (as detailed within **Application Document 7.3 Register of Environmental Actions and Commitments**. This will reduce the risks of detriment to the structural integrity of the waterway.	

Route Section 9: Chesterfield Canal–A620 east of North Wheatley

Table 8.10 – Summary of consultee feedback and National Grid's response for Section 9: Chesterfield Canal – A620 east of North Wheatley

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.10.1	Concern that the Project will impact on the proposed access track needed for the construction, operation and decommissioning and proposed mitigation planting for the Enso Energy Bumble Bee Solar Farm.			X		National Grid has, as part of our iterative design process, has taken into consideration interactions with existing and planned developments in the vicinity of the Project and has sought to engage with developers and landowners to enable a coordinated design approach. **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects** provides an assessment of effects arising with other developments and **Application Document 5.11 Interrelationship Document** sets out how relationships with existing and planned infrastructure have been and will continue to be considered as part of the Project's design and construction should development consent be granted. The Project proposes a maintenance access swathe off Gainsborough Road, which will interact with the Bumble Bee Solar Farm. Engagement has taken place between National Grid's lands team and Enso Energy during the pre-application period on the project design, focussing on shared access arrangements, and should the Project be consented engagement will extend into the construction and operational periods.	
8.10.2	Local roads and infrastructure are unsuitable for construction traffic.				X	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.10.3	Opposed to National Grid's proposed temporary and/ or permanent access roads,				**X**	National Grid recognises the importance of bridleways and rural tracks to local communities including walkers' cyclists and equestrians. Access routes have been identified to enable the safe and efficient construction and maintenance of the project while seeking to minimise overall environmental and community effects. In some instances, existing tracks or rights of way provide the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	including those currently used as bridleways.					most suitable access as they reduce the need to create entirely new routes across that land. **Application Document 7.4 Outline Construction Traffic Management Plan** sets out the good practice measures to mitigate the impacts on pedestrians and other road users during construction. National Grid is committed to safe working practices and will be implementing safety measures and will be developed to manage the impact on pedestrians and other road users throughout construction, based on the number and type of construction vehicles using the route and users of the public highway. Impacts on Public Rights of Way (PRoW) including bridleways have been assessed within the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on PRoW in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. National Grid is committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						diversions are presented in the **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**	
Consultation							
8.10.4	Consultation zone should have been larger/ Concern that not all residents of Gringley on the Hill were consulted. Concern that not all residents in Beckingham, Gringley on the Hill, Walkeringham and Beckingham have been consulted.				**X**	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the emerging preferred route corridor, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. This included properties in Gringley on the Hill and Beckingham. The SCZ extended 5 km from the edge of the emerging preferred route corridor and included any properties in Gringley on the Hill and Beckingham not within the PCZ, along with properties in Walkeringham. The SCZ included stakeholders who were less likely to be directly affected by the Project, but who may	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information including adverts in the local press and social media campaigns. Throughout the consultation period, the Project team were and continue to be available to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.	
8.10.5	Further engagement with Walkeringham Parish Council requested.	X				Community update newsletters were published throughout the pre application stage of the Project, including in September 2025, January 2026 and June 2026. Feedback included requests for information about community benefit and in early 2026 National Grid launched a Community Benefit survey for the project which allowed local communities including Walkeringham Parish Council to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. Communities and parish councils are welcome to contact the Project team using the contact channels. Following submission of the Application the Parish Council will have the opportunity to engage with and make representations on the Application as part of the Development Consent Order examination.	
8.10.6	National Grid must consider feedback and use local knowledge to				X	National Grid has a statutory duty to listen to feedback throughout the consultation process. Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC)	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	impact design at Gringley on the Hill.					(Appendix D), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the PA 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). All views expressed in response to the non-statutory consultation, the localised non-statutory consultation and the statutory consultation (and indeed all other consultation and engagement activities undertaken by National Grid as part of the development of the project proposals) have been considered. All feedback received to the non-statutory consultations has been reviewed by the Project team and National Grid's responses to consultation feedback are published in the Non-Statutory Consultation Report 2025 (Appendix B). A summary of responses and key themes of feedback received, and changes made following the non-statutory consultations are within Chapter 8 of this report. **Application Document 7.20 Design Development Report 2025** prepared in support of the statutory consultation provided a detailed commentary of how consultation responses had been considered in the development of the Project's design to that point of time. The Application is supported by **Application Document 5.9 Design Development Report** and provides a detailed commentary on how consultation responses to the statutory consultation have been considered in the design presented within the Application. Consideration of feedback from the statutory consultation is set out in this chapter of the report, and where feedback has influenced the design of the Project this has also been included. A summary of changes made can be found in Chapter 8 of this report. There will also be further opportunities for consultees, stakeholders and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						other members of the public to make representations on the design as part of the Development Consent Order examination.	
Cultural Heritage							
8.10.7	Mitigation should be a priority/ Further information on mitigation for unrecorded archaeological remains near Beacon Hill Monument is needed.				X	Archaeological fieldwork surveys, comprising aerial photography and LiDAR assessment, geophysical survey, and trial trenching, have been completed to inform the impact assessment process. The surveys have also informed the Project design and avoided impacts to areas of highly valuable archaeological remains. Beacon Hill scheduled monument is located more than 500 m west of the Order Limits and buried archaeological remains associated with the monument will be avoided and will not be impacted by the Project. Mitigation proposals for archaeological remains that cannot be avoided and/ or may not merit preservation in situ, include a programme of archaeological recording in advance of construction, post-excavation assessment, publication and archiving. These measures have been agreed with the archaeological advisor to the local planning authority and are secured in **Application Document 7.9 Overarching Archaeological Written Scheme of Investigation** and within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant heritage receptors. The results of the completed archaeological fieldwork surveys are submitted as: • **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report**; • **Application Document 6.10.A6 Environmental Statement Appendix 10.6 Geophysical Survey Report**; and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						• **Application Document 6.10.A8 Environmental Statement Appendix 10.8 Archaeological Trial Trench Report**.	
8.10.8	Concern about impact on Gringley on the Hill (a conservation area/ historic village).				X	Gringley on the Hill Conservation Area is located approximately 750 m west of the limits of deviation for the proposed overhead line. It was designated by Bassetlaw District Council for its special architectural and historic interest, and it contains and provides the setting for two scheduled monuments and 17 listed buildings. The assessment in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** concludes there would be a minor adverse effect to the conservation area as a result of the construction and operation of the Project.	
8.10.9	Concern about impact on Grade II listed Gringley Grange.				X	Gringley Grange Farmhouse (NHLE 1045102), Grade II listed, is located approximately 160 m southwest of the Limits of Deviation for the 4AF overhead line. The setting of the house is experienced through its relationship with the adjoining farm buildings and the surrounding fields contribute to the functional setting of the house and provide the wider context within which the building is appreciated. The assessment in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** concludes there would be a moderate adverse effect to the farmhouse as a result of the construction and operation of the Project.	
Design							
8.10.10	National Grid must clearly justify why the alternative corridor previously consulted on for Section 9 has been discounted.				X	Deciding where and how to build new high voltage electricity lines is complex. Routeing in Route Section 9 has sought to balance the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. At non statutory consultation a route corridor was presented with Route Section 9 running from Chesterfield Canal to A620	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Gainsborough Road, northeast of the village of North Wheatley. **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS) report outlined how National Grid has carried out detailed environmental and technical assessments to identify areas that may be more or less sensitive to the introduction of new infrastructure, including a overhead line and other electrical infrastructure. Following selection of the preferred corridor, National Grid considered where it might be more, or less, appropriate to site the new overhead line within the corridor. National Grid took account of factors such as sensitive local sites and features, including residential properties, larger woodlands and existing infrastructure. The outcome of this early-stage work was shown by a blue shaded 'graduated swathe', which indicated where, at that stage, National Grid believed the proposed transmission line might best be located. Darker blue areas of shading represent where it may be more appropriate to route the new line. In some sections of the corridor, the swathe formed two or more distinct paths through the emerging preferred corridor, to take account of local sites and features. Within Route Section 9 the swathe split into alternative western and eastern paths, with the western route located on slightly higher ground and closer to the village of Gringley on the Hill and the eastern route passing slightly closer to the village of Beckingham. The overall decision on the preferred alignment for the new overhead transmission line was presented at statutory consultation within **Application Document 7.20 Design Development Report 2025** (DDR) 2025 and advised that routeing and pylon locations in this area have had consideration for the isolated properties to the west of Walkeringham, the Wooden Beck Hill Verges Local Wildlife Site (LWS), in addition to a number of Grade II listed buildings. Once across the Chesterfield Canal SSSI the preferred alignment continues to route in a southeast direction to the east of Gringley	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						on the Hill and west of Beckingham moving back within the western path of the graduated swathe as it crosses the A631. The alignment avoids routeing on areas of higher ground towards Gringley on the Hill, an isolated residential property on Walkeringham Road and the consented Bumble Bee Solar Farm. Routeing in this area has also sought to avoid areas of ancient woodland and several LWS including Beckingham Wood LWS, Tongs and Dogholes Woods LWS, Wheatley Wood LWS and Saundby Park Wood LWS. For these reasons the alignment has been considered on balance the route within Route Section 9 that best meets the needs of the Project whilst limiting environmental and land use impacts. A further update on the Project's design is presented in **Application Document 5.9 Design Development Report.**	
8.10.11	Pylon 4AF198 should be relocated away from nearby residential property, as it is in the property's direct view.				**X**	In this location, 4.5 km long section of the design routes between pylon 4AF187 to pylon 4AF201 has been subject to realignment since the statutory consultation in 2025 to accommodate stakeholder and landowner feedback, specifically the oversailing of the iGas oil well site. The Project realignment sees pylon 4AF196 moving to the west by 75m and the relocation of 4AF193 and 4AF200. The change would lessen the Project's visual effects by reducing the height of five pylons. A further update on the Project's design is presented in **Application Document 5.9 Design Development Report.** It has not, however, been possible to accommodate this request to relocate 4AF198 away from the nearby residential property. Through routeing, siting and design National Grid has sought to reduce, as far as practicable, potential impacts on residential properties. The Application is supported by an Environmental Impact Assessment, which considers effects of the Project on the landscape and views, and has identified if further mitigation is required during construction and operation. The results of this are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**, which has assessed the visual effects of the Project on community areas, including Saundby and Bole in this part of Route Section 9. The assessment has concluded that the Project would have no significant visual effects in these areas.	
8.10.12	Concern about the size and scale of proposed overhead line infrastructure in Gringley on the Hill.				**X**	National Grid recognises that high voltage overhead line infrastructure can appear large in scale. The size of pylons and the required clearances between conductors and the ground are determined by National Safety standards, and engineering requirements and operational resilience considerations. The height and configuration of pylons are not arbitrary but are designed to ensure safe electrical clearances, structural stability and long-term reliability of the transmission network. In developing the alignment National Grid has sought to avoid routeing directly through villages, including Gringley on the Hill, maintain appropriate separation distances from residential properties, have consideration to landscape character and reduced visual prominence through careful alignment and pylon siting in the vicinity of Gringley on the Hill. **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** consider the effect of the infrastructure scale in relation to the village context, including key views, settlement edges and approaches. The views from Gringley on the Hill have been considered through the viewpoint from Beacon Hill. Viewpoints are presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**, VP E-07 represents the long distance views from Beacon Hill. The effects on the community of Gringley on the Hill	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						have been considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. As shown in the assessment, the proposed overhead line passes through the eastern parts of the community area, to the east of Gringley on the Hill. Although existing overhead lines feature in views to the east of the community area, particularly from the elevated landscape at Beacon Hill, these are distant and backclothed and do not greatly influence the character of the views. The proposed overhead line would become a prominent element as would be much closer to visual receptors although majority would become backclothed in the panoramic views to the north. Views out of the village of Gringley on the Hill would be partially filtered by vegetation. A moderate adverse (significant) effect is reported.	
8.10.13	Concern about the depth and size of the pylon footings impacting land.				X	The size and depth of pylon foundations are determined by detailed engineering design and the results of site specific ground investigations. Factors influencing foundation design include soil type, bearing capacity, groundwater conditions and structural loading requirements. Foundation solutions are therefore tailored to local conditions and are not uniform along the route. Foundations occupy a relatively small footprint and whilst construction requires a temporary working area this is reinstated following completion of works. Only the permanent foundation and base remained. To minimise impacts the Project will implement measures including pre construction ground investigations to inform appropriate foundation design, careful stripping, storage and reinstatement of soils, protection and reinstatement of land drainage systems, decompaction of surrounding soils following construction and restoration of agricultural land in accordance with **Application Document 7.5 Outline Soil Management Plan**. The Environmental Impact Assessment considers potential effects on soils, land use and drainage and mitigation measures will be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						secured through **Application Document 7.2 Code of Construction Practice** to ensure that impacts are minimised and land productivity is restored as far as reasonably practicable.	
8.10.14	Pylons that will be visible from Beacon Hill Camp should be T-pylons instead of lattice pylons.				X	National Grid has considered alternative designs for the pylons, including the monopole 'T-pylon', and lower-height lattice pylons. Within the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations') the likely significant effects on the environment resulting from the construction of the Project have been considered with appropriate mitigation to reduce effects recommended. Through work undertaken for the landscape and visual assessment presented in **Application Document 6.6 Environmental Statement Chapter 6.6 Landscape** and also presented in **Application Document 7.20 Design development Report 2025** it has been recommended that the selection of a lattice pylon would be the most appropriate pylon type to keep a consistent appearance with the existing overhead line infrastructure in the landscape to minimise environmental impacts.	
8.10.15	Concern that the overhead lines are too close to Gringley on the Hill/ Beacon Hill.				X	In developing the alignment National Grid has sought to avoid routeing directly through villages, including Gringley on the Hill, maintain appropriate separation distances from residential properties, have consideration to landscape character and reduced visual prominence through careful alignment and pylon siting in the vicinity of Gringley on the Hill and the associated Beacon Hill which sits on the eastern end of the village. **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** consider the effect of the infrastructure scale in relation to the village context, including key views, settlement edges and approaches. The views from Gringley on the Hill have	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						been considered through the viewpoint from Beacon Hill. Viewpoints are presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**, VP E-07 represents the long distance views from Beacon Hill. The effects on the community of Gringley on the Hill have been considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. As shown in the assessment, the proposed overhead line passes through the eastern parts of the community area, to the east of Gringley on the Hill. Although existing overhead lines feature in views to the east of the community area, particularly from the elevated landscape at Beacon Hill, these are distant and backclothed and do not greatly influence the character of the views. The proposed overhead line would become a prominent element as would be much closer to visual receptors although majority would become backclothed in the panoramic views to the north. Views out of the village of Gringley on the Hill would be partially filtered by vegetation. A moderate adverse (significant) effect is reported.	
8.10.16	Overhead lines should avoid Beckingham, Walkeringham, and Misterton and Gringley on the Hill.				**X**	In developing the alignment National Grid has sought to avoid routeing directly through Beckingham, Walkeringham, Misterton and Gringley on the Hill and has sought to maintain appropriate separation distances from residential properties, have consideration to landscape character and reduce visual prominence through careful alignment and pylon siting in the vicinity of these communities. The Landscape Assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual assessment **Application Document 6.7 Environmental Statement Chapter 7 Visual** consider the effect of the infrastructure scale in relation to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the village context, including key views, settlement edges and approaches.	
8.10.17	Overhead lines in Route Section 9 should take the most direct route.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. The design has sought to take the most direct route while considering various constraints, sites and features, in line with the Holford Rules, as a longer and less direct route would be expected to transfer environmental effects to a greater number of other receptors. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	
8.10.18	Overhead lines should be routed underground in Route Section 9.				X	National Grid has carefully considered the feedback received during consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.10.19	Request for overhead lines to be located parallel to the mid-point between Walkeringham and Beckingham and then to pylon 4AF176 to reduce visual impacts at Gringley on the Hill.				X	National Grid has carefully considered the request to move the overhead line parallel to a mid-point between Walkeringham and Beckingham to the east to reduce visual impacts at Gringley on the Hill. To achieve this request a realignment was interpreted from pylon 4AF176 to 4A204. The request would result in new Project interactions with third party developers, take the route closer to residential properties in Walkeringham, with the additional need to oversail properties. It also has closer proximity to sensitive ecological and heritage sites, increased presence of infrastructure on multiple sides of Beckingham and Walkeringham, and greater landscape and visual impacts to the surrounding area. For these reasons the request has not been incorporated into the Project's design.	
8.10.20	Request to position overhead lines between pylon 4AF180 to pylon 4AF195 so they are equidistant between Gringley and Walkeringham, to reduce visual impact on local community (i.e. taking a straighter and more direct route).				X	National Grid has carefully considered the request to position the overhead line between pylon 4AF180 to pylon 4AF195 so they are equidistant between Gringley on the Hill and Walkeringham. A key consideration within this area has been reducing the impact on the wider landscape. The Holford Rules 4 and 5 and the supplementary notes on residential areas are relevant (good practice routeing principles used to minimise environmental and visual harm while recognising the need for essential infrastructure) in this landscape, which has scattered visual receptors and changes in topography. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. These rules state that overhead line routeing should stay lower in the landscape and should minimise pylons on prominent ridges. It is considered that the Project's alignment works better with the topography than that requested and also balances residential amenity, maintaining a greater distance from properties, which have open views and would be more affected by the request. For these	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						reasons the request has not been implemented into the Project's design.	
8.10.21	Request for haul road to be relocated from the western side of the proposed overhead line (pylon 4AF186 and 4AF187) and instead locate the access route to the field(s) underneath and slightly left of pylon 4AF187, further down Walkeringham Road towards Gringley. This was requested on the grounds of safety and farming operations.			X		National Grid has considered the request for the haul road to be relocated from the western side of the proposed overhead line at pylons 4AF186 and pylon 4AF187 and instead locate the access route to the field(s) underneath and slightly left of pylon 4AF187, further down Walkeringham Road towards Gringley. The request facilitates a slightly shorter temporary construction haul road, with a slightly reduced impact on the land required and the avoidance of a veteran tree. For these reasons the request has been implemented into the Project's design.	X
8.10.22	Request to remove the visibility splay northeast of pylon 4AF188.			X		National Grid has considered the request to remove the visibility splay located just northeast of pylon 4AF188, on Wood Beck Hill. Due to the relocation of the temporary construction haul road in this location the bellmouth and visibility splay has been relocated.	X
8.10.23	Request that, to reduce landscape impact and limits to farming activity, pylon 4AF196 is either: • Moved southwards to the bottom side of the field and slightly westwards so it it occupies the curved			X		National Grid has considered the request to move pylon 4AF196. Where reasonably practical pylon positions have been micro sited through design refinement. In this location there has been a realignment of route between pylon 4AF187 to pylon 4AF201 to avoid wider land use constraints in the area. This results in a move south to pylon 4AF196 to occupy the curved section of the field (of note that due to design changes in the Application pylon 4AF196 is now pylon 4AF195) as requested. Following the acceptance of the	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	section of the edge (respondent's preferred option); • Moved to the western side of the field boundary, so that it is roughly 1/3 of the distance from the bottom-left corner to the top-left corner of the field; or • moved southwards to the bottom side of the field, but in a position further to the right along the boundary than option 1					respondent's preferred option, the alternatives provided were not appraised	
8.10.24	Request for proposed mitigation planting adjacent to pylon 4AF195 is relocated to the area currently proposed as the location of pylon 4AF196 to avoid it occupying most productive agricultural land.			X		The request has been considered and following ongoing engagement with the landowner mitigation planting has been relocated as per the request in this location.	X
8.10.25	Request for overhead line alignment from pylon 4AF192 to be to the			X		National Grid has considered the request for the overhead line alignment from pylon 4AF192 to be to the southwest following the line of the field boundaries before straightening out near Wood	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	southwest instead, so following the line of the field boundaries before straightening out near Wood Lane and rejoining the proposed route at pylon 4AF197. This would reduce impacts on agricultural practices by positioning pylons on field boundaries.					Lane and rejoining the proposed route at pylon 4AF197. Having considered the request the change would result in substantial woodland loss introducing impacts on woodland and local wildlife which can be avoided. The request also increases span lengths, which adds technical complexity to the Project. For these reasons the request has not been incorporated into the Project's design.	
8.10.26	Request that pylon 4AF198 is moved slightly further southwards along the proposed route to the field boundary below, and that pylon 4AF194 is moved southeast along the route to the field boundary below to reduce impacts on agricultural practices and position pylons on field boundaries.			X		National Grid has considered the request that pylon 4AF194 be moved southeast along the route to the field boundary and that pylon 4AF198 be moved slightly further southwards along the proposed route to the field boundary. Where reasonably practical pylon positions have been refined through micro siting. In this location, a 4.5 km long section of the design routes between pylon 4AF187 to pylon 4AF201 has been subject to realignment since the statutory consultation in 2025 to accommodate stakeholder and landowner feedback, specifically the oversailing of the iGas oil well site. The Project realignment sees pylon 4AF196 moving to the west by 75m and the relocation of 4AF193 and 4AF200. The change would lessen the Project's visual effects by reducing the height of five pylons. A further update on the Project's design is presented in **Application Document 5.9 Design Development Report.** In respect of pylon 4AF194 the realignment has relocated the pylon some 60m to the southwest. Relocating to the field boundary would result in uneven and large span lengths posing a risk to construction flexibility. In respect of pylon 4AF198 this results in a move southeast, however it is not able to locate in the field	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						boundary as requested as this in this location it would move the working area for pylon 4AF198 closer to a boundary hedge with trees. This creates the potential for impacts to boundary habitats and any species using them. The woodland field boundaries support breeding birds and it is therefore not preferred to be located closer to the woodland. For these reasons the request has not been incorporated into the Project's design.	
8.10.27	Request for the overhead line to take a direct route between pylon 4AF180 and pylon 4AF195 by moving the line east. The line should intersect Manor Farm and Highfield Farm and be equidistant between Gringley and Walkeringham to reduce visual impact for the local community.				X	National Grid has carefully considered the request to position overhead lines between pylon 4AF180 to pylon 4AF195 to the east. Whilst the request would straighten the route, the current proposal better aligns with the topography and allows for more evenly balanced span lengths which reduces impacts on views from residents. For these reasons the request has not been incorporated into the Project's design.	
8.10.28	Request that, to avoid impacts on drainage, the overhead line is moved eastwards from its current position from pylon 4AF188 through the field directly to the left of West Road. From here, the overhead line route should continue southwards across the			X		National Grid has carefully considered the request to move the overhead line eastwards. The proposed movement does not comply with the Holford Rule 3 through the introduction of multiple angles which can be avoided with the current design. The change would also result in a longer overhead line route. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	A631 and rejoin the route at pylon 4AF194.						
8.10.29	Request to move the proposed construction compound near Gringley on the Hill/ A631 crossing to the field to the right of its current position, where it would occupy a position directly to the left of where the requested route would pass, to reduce impacts on soil quality and drainage.			X		National Grid has reviewed the request to move the proposed construction compound near Gringley on the Hill/ A631 crossing to the field to the right of its current position. This change would result in the spread of construction and visual impact as well as temporary habitat loss. It also positions the compound closer to residential properties. The change would also require a longer haul road to pass through the adjacent field to the overhead lines causing traffic to join the main road before entering the haul road further north or south. Alternatively, another access point would be needed. For these reasons the change has not been incorporated into the Project's design.	
8.10.30	Request that the access road to the east of pylon 4AF184 by Leys Farm is moved a short distance to the west instead of going through the farmyard, to avoid impacting on farming activities.			X		National Grid has considered the request that the operational and maintenance access road to the east of pylon 4AF184 be moved a short distance to the west to avoid farm operations. The change would result in a shorter length of access track, enabling a reduction to the Order Limits and has no environmental or technical constraints. On this basis the request has been incorporated into the Project's design.	X
8.10.31	Proposed pylon 4AF193 is currently between 50-60m from the field boundary. Request made for this to be moved to sit on the field			X		National Grid has considered the request to relocate pylon 4AF193. This request has not been incorporated into the Project's design as the movement of the pylon onto the field boundary would result in a decreased working area around the pylon and create further landscape and visual impact because of uneven span distances between pylons.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	boundary either to the east, south or southeast. This to reduce the level of the pylons invasiveness and allow practical farming to continue					In this location, a 4.5 km long section of the design routes between pylon 4AF187 to pylon 4AF201 has been subject to realignment since the statutory consultation in 2025 to accommodate stakeholder and landowner feedback, specifically the oversailing of the iGas oil well site. The Project realignment sees pylon 4AF196 moving to the west by 75m and the relocation of 4AF193 and 4AF200. The change would lessen the Project's visual effects by reducing the height of five pylons. A further update on the Project's design is presented in **Application Document 5.9 Design Development Report.**	
8.10.32	The proposed pylon 4AF200 is currently 26m south of the field boundary and it is requested to be moved north to sit on the field boundary to lessen the level of the pylons invasiveness and allow practical farming to continue.			X		National Grid has considered the request to relocate pylon 4AF200. In this location, a 4.5 km long section of the design routes between pylon 4AF187 to pylon 4AF201 has been subject to realignment since the statutory consultation in 2025 to accommodate stakeholder and landowner feedback, specifically the oversailing of the iGas oil well site. The Project realignment sees 4AF200 relocated to be at least 40 m from the field boundary was deemed preferrable to moving it closer, as this would provide more room for construction and minimise impacts on farming practices. The realignment also sees pylon 4AF196 moving to the west by 75m and the relocation of 4AF193 to be at least 40 m from the field boundary. A further update on the Project's design is presented in **Application Document 5.9 Design Development Report.**	
Ecology and Biodiversity							
8.10.33	Concern about construction impact on wildlife, as proposed route cuts through areas of ecological importance				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	within Route Section 9 [specific location not given].					existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. The majority of the proposed works in Route Section 9 impact areas of arable land which are of relatively low ecological value. Chesterfield Canal SSSI will be temporarily crossed during construction for the haul road, but this will be using a clear-span bridge (or suitably assessed and approved alterative), to protect the channel and its banks.	
8.10.34	Need to survey ecology, wildlife and habitats in the area.		**X**		**X**	Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.10.35	Concern about impacts on breeding barn owls in this area.				**X**	Detailed baseline on the occurrence of breeding barn owls has been gathered through reconnaissance of the Project route and its environs over the course of ecology and ornithology surveys carried out between 2023 and 2026; detailed desk study; and species-specific surveys carried out by expert surveyors in possession of survey licences issued by Natural England. The baseline for this species, including all identified nest sites, is presented in **Application Document 6.9.A4 Environmental Statement Appendix 9.4 Confidential Ornithology Baseline Report.** Due to the protected nature of this species, this report has a restricted circulation, limited to statutory consultees e.g. Natural England. However, the assessment of impacts to this species is presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document Outline**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Code of Construction Practice (CoCP) and the **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments** of the ES. Project design has sought to maintain a sufficient stand off from nest sites to ensure no adverse impacts on them but, where this has not been possible measures have been put in place to avoid impacts on breeding barn owls, including: • Pre-works spot checks of potential breeding sites tor occupation by barn owls; • Temporary "soft" closures of barn owl nest sites for the duration of works, preceded by provision of additional barn owl boxes to accommodate displaced barn owls; • Provision of new nest sites to compensate for any breeding sites that will be lost permanently; Screening of nest sites that will not be lost but that could be subject to construction-phase disturbance, from working areas using visual and acoustic barriers to prevent disturbance of breeding activity, where required.	
8.10.36	Concern that the Project will result in a loss of habitat. Project must support and protect wildlife displaced during construction.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology.** Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. There are a number of locations where mitigation planting is proposed in Route Section 9, which are strategically placed to link existing habitats, this is set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Habitats which are temporarily lost during construction e.g. sections of hedgerow, will be reinstated, with existing gaps in hedgerows used for access wherever practicable. The majority of the works will be in arable fields which are of relatively low ecological value. Works that could impact a protected species will be carried out under the necessary licences, where required, and suitable mitigation will be carried out.	
8.10.37	Concern about impacts on the wetlands surrounding Gringley on the Hill.				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						reduce impacts on sensitive ecological features through avoidance or mitigation. Habitat surveys carried out to inform the Environmental Statement (ES) for the Project have not recorded any wetland habitats inside the Project Order Limits, within Route Section 9, which is dominated by arable land. Proposed mitigation and good practice measures to reduce potential for indirect effects on the wider environment are set out in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.10.38	Concern about impact on birds. Concern that overhead lines are dangerous for birds.		**X**		**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. The Environmental Statement (ES) considers effects of the Project on wildlife, animals and protected species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust baseline to inform assessment. Surveys began in 2022 and have continued up to submission, with those not reported in the ES to be provided as addendums during the DCO examination period. The data presented in the addendum is supplementary providing additional detail on matters which have been assessed.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental appraisal has been an integral part of the Project design, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project, these have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ornithology through the Project design process. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. Assessment of impacts on birds and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data. The Environmental Statement (ES) considers effects of the Project on birds and identifies where further mitigation is required. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						baseline to inform assessment. Surveys within Route Section 9 began in 2023 and were completed in Autumn 2025. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and the Landscape and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. National Grid has engaged with Natural England, the RSPB and Local Planning Authorities on matters relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project developed. The assessment of effects includes detailed analysis of bird flight data recorded during the surveys to determine the potential risk of avian collisions with the overhead line, such that mitigation measures such as the installation of bird diverters can be targeted to any locations of high bird flight activity.	
8.10.39	Concern about impact on protected species, including bats and water voles.		**X**		**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features (including protected species) through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify protected species that could be impacted by the Project, including bats and water vole. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 7.8 Environmental Statement Chapter 8 Ecology**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Mitigation and good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to protected species (and other sensitive ecological features), such as designing watercourse crossings with clear span bridges, where feasible, on those watercourses where water voles have been found to be present. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures relevant to the control and management of effects on protected species include compliance with protected species legislation and obtaining the appropriate licences from Natural England for all works affecting protected species as identified by the ES and through pre-construction surveys. All applicable works will be undertaken in accordance with the relevant requirements and conditions set out in those licences.	
8.10.40	Concern about impact on woodland areas.				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on biodiversity and in particular features of high ecological value, such as ancient woodland (included on the Ancient Woodland Inventory) and veteran trees for example Dogholes Wood, Tong's Wood, Beckingham Wood and Wheatley Wood. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing woodland and, where practicable, seeks to reduce impacts through avoidance or mitigation. **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas (RPAs), tree protection measures, and mitigation for any tree losses including woodland. The findings of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						which are used in the assessment within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. In addition, embedded measures are those that are intrinsic to and built into the design of the Project. Those Measures of relevance to ancient woodland include a standard 15 m buffer from construction activities. which in Route Section 9 applies to areas including Dogholes Wood, Tong's Wood, Beckingham Wood and Wheatley Wood Detailed mitigation and good practice measures to reduce effects on the environment can be found in **Application Document Outline 7.2 Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.10.41	Concern about impact on the Chesterfield Canal, including section near Dunstan Farm, a SSSI.	**X**			**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including protected and notable species and habitats, through avoidance or mitigation. The findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures are those that are intrinsic to and built into the design of the Project, these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Proposed measures of relevance to the protection of Chesterfield Canal SSSI include the application of appropriate	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						stand-off distances to minimise impacts to associated vegetation and crossing the canal using a clear span bridge. Mitigation and good practice measures to reduce effects on the environment are set out in the CoCP.	
8.10.42	Concern about impact on rare aquatic plant life in Chesterfield Canal (including Linton's pond weed, short-leaved water starwort and brackish water crowfoot).				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on watercourses and aquatic ecology. Environmental appraisal has been an integral part of the Project design from the outset and the process of routeing has sought to reduce impacts on areas of ecological sensitivity including protected and notable species and habitats, through avoidance or mitigation. The findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to Chesterfield Canal include crossing the watercourse using a temporary clear span bridge for the temporary haul road. This will protect the watercourse, its banks, and water quality by removing works from within the channel. Appropriate stand-off distances have been applied to watercourses across the Project to avoid direct effects where practicable and fuels, oils and chemicals will be stored responsibly, away from sensitive water receptors as detailed in **Application Document 7.2 Outline Code of Construction Practice**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.10.43	Mitigation to protect habitats and ensuring biodiversity net gain should be priorities. The Project should aim to link habitats and hedgerows.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. There are a number of locations where mitigation planting is proposed in Route Section 9, which are strategically placed to link existing habitats. Habitats which are temporarily lost during construction e.g. sections of hedgerow, will be reinstated, with existing gaps in hedgerows used for access wherever practicable.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of designated sites. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 2025 - Design Development Report,** and **Application Document 7.1 Biodiversity Net Gain Report.**	
8.10.44	Impacts on local biodiversity and ecology have not been given enough weighting when determining the preferred route.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**.	
Economic							
8.10.45	Suggestion to avoid Scheduled Monument Beacon Hill, as encountering any archaeological sites of interest would increase costs.				X	Archaeological fieldwork surveys, comprising aerial photography and LiDAR assessment, geophysical survey, and trial trenching, have been completed to inform the impact assessment process. The surveys have also informed the Project design and avoided impacts to areas of highly valuable archaeological remains. Beacon Hill scheduled monument is located more than 500 m west of the Order Limits and buried archaeological remains associated with the monument will be avoided and will not be impacted by the Project.	
8.10.46	Full economic cost breakdown should be provided for impacted farmers.				X	The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for our statutory consultation and presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025). **Application Document 7.17 Strategic Options Report**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Including Needs Case provides the up dated detail for the Application. At the initial appraisal stage, National Grid prepares estimates of the capital and lifetime costs that are expected to be incurred during the design lifetime of the new assets. Capital and lifetime costs considers a range of factors - capital cost of the substation and wider works - capital cost of the circuit costs for each technology appraised and circuit lifetime costs, including circuit capital cost, cost of losses over 40 years and cost of operation over 40 years. The costs presented within the Strategic Options Report are based on the most up to date assumptions.	
8.10.47	National Grid should confirm if farmers are compensated for "land loss" or paid annually.				X	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. National Grid would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then The Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works.	
8.10.48	Concern about the increased cost of the proposed route of the overhead line in Route Section 9 from it not running parallel to existing overhead lines. No economic gain from				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation of the Project. Embedded measures include the Project being designed, where feasible, to be parallel or close parallel with existing overhead lines to reduce the spread of infrastructure.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	this route due to environmental impacts.					Decisions on the extent of close paralleling balanced potential environmental and socioeconomic benefits with engineering, safety and operational requirements. Deviations occur to avoid residential properties, conservation areas and locally sensitive environmental features. The defined alignment reflects that balanced judgement. Further detail is provided within **Application Document 7.20 - Design Development Report 2025.**	
Ground Conditions							
8.10.49	Concern that the construction works will impact the water supply to property, as pipes are buried c. 0.5m below ground.				X	The Environmental Statement (ES) includes a Groundwater Risk Assessment (GWRA) presented in **Application Document 6.12.A4 Environmental Statement Appendix 12.4 Preliminary Qualitative Groundwater Risk Assessment**. The GWRA has identified Private Water Supplies (PWS) within the Study Area. The information on PWS has been obtained from the Local Authority. An assessment of the potential for impacts on PWS by the Project is presented within the GWRA and identifies where mitigation is required. The assessment concludes that significant effects on PWS are unlikely.	
Health, Safety and Security							
8.10.50	Concern that overhead lines will interfere with the safe operation of Well Site Beckingham 37.			X		Following engagement with the operator and as part of a wider Project route realignment in this location, the identified interactions with the Beckingham 37 site have been reduced and are not anticipated to interfere with the safe operation of the site.	X
8.10.51	Concern about the safety of bridlepaths that will be also used for construction access.				X	As part of the development of the overhead line route, National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						wide range of environmental subjects will be taken into consideration as part of this process. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the accessibility and safety of Public Rights of Way (PRoW) during the construction phase, drawing on **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. Further details of the measures that would be introduced during the construction phase to reduce overall impacts on PRoW are provided within Section 5 (PRoW Management Measures) of **Application Document 7.6 Public Rights of Way (PRoW) Management Plan**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment.** The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section, details of which can be found in the **Application Document 7.6 Outline Public Rights of Way Management Plan**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.10.52	Concern about impact of electric and magnetic fields (EMF) on nearby residents.				X	The health and safety of the public, local communities and employees is central to National Grid. The UK has a set of policies for protecting the general public against electric and magnetic fields (EMF), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits (ICNIRP, 1998). These policies are incorporated into the decision-making process for development consent in NPS EN-5. All of the equipment which forms part of this project, will be fully compliant with these polices, set to protect everyone. This will be fully and publicly documented in **Application Document 7.11 Electric and Magnetic Field Compliance Report** submitted as part of the application for development consent. Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment.	
8.10.53	Concern about safety impacts resulting from the interface with Doncaster airport, which is due to reopen.				X	Doncaster-Sheffield airport is currently non-operational and as such the airport does not currently publish any operational information such as circuit patterns or approach and departure paths. National Gid has assessed potential conflicts caused by the Project and no conflict is considered to exist. The overhead line is outside of the airports Obstacle Limitation Surfaces (OLS) with the closest distance between the Project and the OLS is 3.2 km.	
8.10.54	Request for further information on safety mitigation for livestock located in close proximity				X	National Grid recognises the importance of safeguarding livestock and maintaining normal agricultural operations throughout the construction and operational phases of the Project. Measures to protect livestock are set out within **Application Document 7.2**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	to access roads for both construction and maintenance.					**Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. During construction, mitigation measures will include, where appropriate, maintaining secure fencing and field boundaries, controlling access to working areas, providing temporary fencing where required, ensuring access are left in the agreed condition, and managing construction activities to minimise disturbance to livestock. Access arrangements and the timing of works will be discussed with affected land owners and occupiers to take account of livestock management practices wherever reasonably practical. National Grid will continue to engage with landowners and occupiers throughout the Project to identify any site specific requirements such as lambing, calving or other sensitive farming operations so that construction activities can be planned to minimise disruption where practicable. During operation, the overhead line will only require periodic inspection and maintenance and normal agricultural activities, including livestock grazing, can generally continue beneath and around the transmission line, subject to the applicable safety clearances.	
Landscape and Visual							
8.10.55	Concern about impact on areas of beauty/ scenic areas.				X	A landscape and visual assessment has been carried out as part of the Environmental Statement ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						There are no designated landscapes, for example National Landscapes, Important Landscape Areas or Areas of Great Landscape Value, within Route Section 9. The majority of the landscape of this Route Section falls with Regional Landscape Character Type (RLCT) 4a: Unwooded Vales, the assessment provided in **Application Document 6.6.A3 Environmental Statement Appendix 6.3 Landscape Baseline and Assessment**. Existing pylons are visible to the east along the Trent Valley, but do not detract from the character of the farmland. The pylons on the proposed overhead line would be seen throughout the landscape of this RLCT, affecting the character of views and resulting in loss of scenic quality. Although planting is proposed to ensure the effects on vegetation are mitigated, the assessment of RLCT 4a acknowledges a significant effect on landscape within this Route Section from the presence of the proposed overhead line in a landscape.	
8.10.56	Concern about impact on the character of Gringley on the Hill. Concern about impact on views across the wider landscape from the viewpoint on Gringley on the Hill, including of five minsters.				X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The views from Gringley on the Hill have been considered through the viewpoint from Beacon Hill. Viewpoints are presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**, VP E-07 represents the long distance views from Beacon Hill. The effects on the community of Gringley on the Hill have been considered in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment. As shown in the assessment, the proposed overhead line passes through the eastern parts of the community area, to the east of Gringley on the Hill. Although existing overhead lines feature in views to the east of the community area, particularly from the elevated landscape at Beacon Hill, these are distant and backclothed and do not greatly influence the character of the views. The proposed overhead line would become a prominent element as would be much closer to visual receptors although majority would become backclothed in the panoramic views to the north. Views out of the village of Gringley on the Hill would be partially filtered by vegetation. A moderate adverse (significant) effect is reported.	
8.10.57	Landscape and visual impacts should be mitigated/ Need further information on mitigation.				**X**	Through sensitive routeing and siting National Grid has sought to reduce impacts on the environment, through avoidance or mitigation. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessment and surveys have been undertaken to identify and assess the potential impact arising from the Project. The data have informed the assessment of effects presented in the ES. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. For landscape and visual this includes routeing. Control and management measures are presented within **Application Document 7.2 Outline Code of Construction Practice** which sets out the good practice measures	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and site-specific mitigation measures to reduce effects on relevant receptors during construction. Additional measures are presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan**, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce effects on local landscapes. In Route Section 9, planting has been included along the Chesterfield Canal, along field boundary along the route of the proposed overhead line and some larger blocks of woodland between pylons 4AF193 and 4AF195 to mitigate for the loss of vegetation from the construction and operation of the new overhead line. Although this will mitigate for vegetation lost, it is acknowledged that significant visual effects will remain as planting would not screen the proposed overhead line throughout Route Section 9.	
8.10.58	Concern about the impact on walkers around Gringley on the Hill due to visual impact of the overhead line.				**X**	Impacts on walkers, cyclists and horse riders are discussed in the Environmental Statement (ES) in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network, the existing Public Rights of Way (PRoW) network and wider connectivity, which the Project may need to utilise during construction. As part of this assessment, National Grid has worked closely with the local authority to understand and gain information on the local PRoW network. This information has been used to inform and guide the **Application Document 7.6 Public Rights of Way Management Plan**. The PRoW around the community of Gringley on the Hill have been considered in the assessment of visual effects on communities which is presented in **Application Document 6.7.A4**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Environmental Statement Appendix 7.4 Visual Baseline and Assessment. The views from Gringley on the Hill have been considered through the viewpoint from Beacon Hill. Viewpoints are presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**, VP E-07 represents the long distance views from Beacon Hill. The effects on the community of Gringley on the Hill have been considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. As shown in the assessment, the proposed overhead line passes through the eastern parts of the community area, to the east of Gringley on the Hill. Although existing overhead lines feature in views to the east of the community area, particularly from the elevated landscape at Beacon Hill, these are distant and backclothed and do not greatly influence the character of the views. The proposed overhead line would become a prominent element as would be much closer to visual receptors although majority would become backclothed in the panoramic views to the north. Views out of the village of Gringley on the Hill would be partially filtered by vegetation. A moderate adverse (significant) effect is reported	
Noise and Vibration							
8.10.59	Concern about impact of operational noise and vibration, as noise already audible from other sites [response specifically mentions West Burton Power station].				**X**	A noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** prepared in accordance with the Environmental Impact Assessment Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. The baseline conditions were assessed informed by a desk study and on-site sound level surveys. Baseline noise level surveys were	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						undertaken within the study area to inform the assessments. Surveys were conducted at locations representative of the nearest noise sensitive receptors to the Project. Details and results of the surveys are provided in **Application Document 6.16.A2 Environmental Statement Appendix 16.2 Baseline Noise Survey Data**. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise conductor system. A 'triple Araucaria' conductor is proposed within Route Section 9. The triple Araucaria conductor system is low noise, and adverse effects (and therefore also significant adverse effects) from operational noise are not expected, even directly underneath the line under wet conditions. Further information regarding noise from the triple Araucaria system is presented in **Application Document 6.16.A5 Environmental Statement Appendix 16.5 Operational Overhead Line Noise Assessment**, for information. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting. No residual significant adverse effects from	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						operational are anticipated, even considering existing operational noise from the West Burton power station which forms part of the existing baseline environment. There are no sources of operational vibration proposed as part of the Project.	
8.10.60	Concern about impact of noise and vibration from construction in close proximity to residential properties				X	A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed. The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are secured within **Application Document 7.3 Register of Environmental Actions and Commitments**. No residual significant adverse effects from noise and vibration, including potential damage to buildings and structures, are anticipated in the location of pylon 4AF198. There are no sources of operational vibration proposed as part of the Project.	
8.10.61	Noise and vibration mitigation should be a priority.				X	A noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibratio**n prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and Commitments. Measures of relevance include a commitment to employ Best Practicable Means (BPM) by the contractor(s) at all work locations to reduce construction noise and vibration impacts. **Application Document 6.13 Environmental Statement Chapter 13 Noise and Vibration** concludes that construction noise and vibration levels can be readily mitigated to non-significant levels with the application of BMP. As such, with standard mitigation measures incorporated into the works no residual significant adverse effects are expected from construction noise or vibration, during weekday daytime periods.	
Planning							
8.10.62	Concern that the Project will interfere with existing aviation fuel pipelines.				X	National Grid has engaged with the asset owner regarding any identified existing fuel pipelines having potential interactions with the Project. Coordination with the asset owner is ongoing in relation to the works proposed in vicinity of their assets and National Grid will continue to work with the asset owner towards an agreement of suitable protective provisions.	
8.10.63	The Project should be using brownfield sites instead of farmland to reduce the industrialisation of areas.				X	The nature of an overhead transmission line means that the route is determined by a range of engineering, environmental, technical and land use constraints. Unlike developments which can be accommodated within a defined site boundary, an overhead line requires a continuous corridor between fixed connection points and must comply with requirements relating to alignment, span lengths, conductor clearances and the siting of individual pylons. As a result, the availability of brown field land does not in itself mean that it would provide a suitable alternative route for the Project. National Grid has sought to avoid and minimise impacts on agricultural land where appropriate, also taking account of environmental and landscape considerations and the presence of existing infrastructure and other constraints.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.10.64	National Grid should plan its work with regard to other energy and solar projects.				X	National Grid has considered other energy and solar projects. **Application Document 5.11 Interrelationship Document** provides detail when the project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
Socioeconomic							
8.10.65	Residents living in proximity to construction sites, including building and removing of access roads and installation of pylons and overhead lines, should be eligible for compensation.				X	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. National Grid would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then The Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works.	
8.10.66	Community benefit funding should be used to benefit impacted local communities.	X			X	National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
8.10.67	Request that residents in Walkeringham are eligible for compensation/ discounts in energy bills.	X				In 2025 Government announced plans for a bill discount scheme for nearby households. The Bill Discount Scheme is a government scheme that will give eligible households £250 a year off their electricity bills for 10 years. It is for households living within 500 metres of new or significantly upgraded electricity transmission infrastructure, such as pylons. North Humber High Marnham is a project listed as expected to be eligible for the Scheme. Payments for eligible projects under the scheme are expected to start in the first half of 2027.National Grid will continue to work with Government as further details of this scheme emerge.	
8.10.68	Concern that agricultural land that has been temporarily acquired will not be returned to agricultural for at least three years.				X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Permanent loss of agricultural land to host pylon foundations, highway widening requirements and areas	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						for landscape or ecological mitigation have been kept to a minimum, and are small in scale. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by Requirements in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction.	
8.10.69	Concern about impact on businesses reliant on the rural character of the area (tourism, equestrian, agriculture) including Gringley on the Hill/Beacon Hill.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project to local businesses. To reduce potential impacts, National Grid has identified businesses, recreational and tourism assets as well as recreational land and open spaces likely to generate tourism. To reduce potential impacts, National Grid has identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Our priorities, from a socio-economic perspective, is to where possible avoid towns, villages and businesses, where there are likely to be people who live and work in the area. A socio-economic assessment forms part of the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). Where impacts on businesses, leisure recreation and tourism have been identified these have been presented within our socioeconomic assessment. This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The ES identifies and assesses the likely	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						significant effects on local businesses within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and other factors which can impact are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.6 Environmental Statement Chapter 6 Landscape**, **Application Document 6.7 Environmental Statement Chapter 7 Visual** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, there are no business, recreation and tourism facilities that would experience a significant effect on their amenity during construction. **Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on the local economy and includes a commitment to communicate information about the proposed works to local communities. Taking into account the residual effect assessment results of the visual and noise and vibration assessments relating to the operation and maintenance activities, there are no community facilities, residential properties, business premises, or recreational land and open spaces that would experience a significant effect on their amenity during the operational phase of the Project	
8.10.70	Concern about impact on recreational activities at Beacon Hill (walking, watching sunset, fireworks).				**X**	Beacon Hill is located approximately 550m from the Order Limits and is therefore not within the Study Area for effects on recreational land within **Application Document 6.17 Environmental Statement Chapter 17 Socio Economic, Recreation and Tourism**. The Project would not prevent or	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						restrict continued access to the hill or its use for recreational activities.	
8.10.71	National Grid should work with Toft Newton Parish Council to establish a community-based energy generating community.				X	National Grid acknowledges the Parish Council desire to establish a community based energy generation scheme. However the establishment and operation of a separate community energy generating scheme does not form part of the Project and would be outside the scope of the DCO application. National Grid remains committed to engaging constructively with local communities and parish councils and National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. This guidance offers a clear framework and will enable us to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
8.10.72	National Grid should explore opportunities for the creation of green space.				X	National Grid acknowledges the desire to create green space. National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
Traffic and Transport							
8.10.73	Concern the proposed access routes are not suitable.				**X**	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan (CTMP) prior to construction.	
8.10.74	Concern the A631 Misterton Junction is not a suitable access route due to safety concerns.				X	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic including the A631 at Misterton and the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. The TA also	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						include an assessment of highway safety, included further details within the appendices of this document. **Application Document 7.4 Outline Construction Traffic Management Plan** defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction including the temporary construction of the haul road in this section of the route. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan**, with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan prior to construction. The suitability of all proposed construction access routes, including the A631 at Misterton, has been assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. This assessment considers existing road conditions, geometry, visibility, and traffic flows, as well as forecast construction vehicle movements. **Application Document 7.4 Outline Construction Traffic Management Plan** defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction including the temporary construction of the haul road in this section of the route.	
8.10.75	Concern about construction traffic on B1403, as it is the link between villages and local facilities.				X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						network and the bellmouth construction access points within the Projects Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. he development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses. The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. The OCTMP has been developed to reduce disruption to the local community, including along the B1403, which serves as a key link between villages and local facilities. Clear signage and routeing plans will ensure that construction vehicles remain on approved routes and comply with designated speed limits. Access routes will be subject to ongoing monitoring to ensure they remain suitable throughout construction. National Grid and its contractors will be required to adhere to strict driver behaviour standards, and every effort will be made to minimise disturbance to local residents and maintain safe conditions for all road users.	
8.10.76	Concern about increased traffic on roads near specified Farm					An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. The potential for increased construction traffic in the Wheatley Wood Farm area has been assessed as part of the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** within the Environmental Statement. This assessment considers predicted traffic volumes, vehicle types, and routeing in relation to local road conditions and sensitive receptors. Construction traffic will be managed in accordance with **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), which defines approved access routes and includes measures to minimise disturbance to nearby landowners and residents. These measures include controlled vehicle routeing, driver behaviour requirements, and monitoring of vehicle movements. All new access routes will also be subject to ongoing assessments to ensure their continued suitability and safe operation throughout construction.	
8.10.77	Concern about impact of construction traffic on local road networks.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing.	
Walkers, cyclists and horse riders							
8.10.78	Concern about the use of bridlepaths for construction and maintenance access routes.				**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within the **Application Document 7.15 Transport Assessment** (TA), and the environmental effects	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						reported in the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in the TA. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section.	
8.10.79	Request for National Grid to take into consideration application to restore a Right of Way to the west of Beckingham, which crosses the proposed overhead line south of the A631 (Definitive Map Modification Order no. 1205).				X	National Grid has reviewed Definitive Map Modification Order no. 1205 and has determined that it does not lie within the Development Consent Order Limits and there is no interaction between the Project and the proposed PRoW.	
Water, Flood Risk and Drainage							
8.10.80	Concerns about impact on drainage.			X		Impacts on land drainage and flood risks are assessed and presented in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** National Grid will incorporate appropriate surface water drainage measures into its design as secured within **Application Document 7.3 Register of Environmental Actions and Commitments.** Of relevance to drainage, temporary infrastructure such as construction compounds, lay down areas (as well as areas where impermeable material will be installed where heavy equipment would be used) and construction access routes would be drained using sustainable drainage systems (SuDS) techniques that are suitable for local ground conditions and topography. These areas will be reinstated after completion of the temporary works, as agreed with the landowner. Runoff across the site will be controlled through a variety of methods, including header drains, buffer zones around watercourses, on-site ditches, silt traps and bunding. There will be no intentional discharge of site runoff to ditches, watercourses,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						drains (including highway drainage systems), or sewers without appropriate treatment and agreement of the appropriate authority and where new or additional surfacing is required on any construction access tracks and compound areas, these will be permeable surfaces where ground conditions allow. The Project will incorporate appropriate surface water drainage measures into the final design for any access tracks so that they do not lead to a significant increase in flood risk. Construction access tracks will be removed at the end of the construction phase, and the ground surface will be reinstated to pre-Project levels.	

Route Section 10: A620 east of North Wheatley–Fledborough

Table 8.11 – Summary of consultee feedback and National Grid's response for Section 10: A620 east of North Wheatley – Fledborough

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Air Quality							
8.11.1	Concern about construction air quality impacts on SSSIs and villages (dust, CO_2 emissions)	X			X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts on air quality which includes within Sites of Special Scientific Interest (SSSIs) and villages. An Environmental Statement has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the ' EIA Regulations') and considers the potential effects to both human and ecological receptors from dust and CO_2 emissions within the Study Area presented within **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**. As part of the assessment, a construction dust risk assessment has been undertaken, which has considered both human and ecological receptors presented within **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment**. The closest SSSI to the Order Limits in Route Section 10 is Treswell Wood that sits 0.18 km to the west. During construction, the mitigation measures determined and presented in **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment** will be implemented to reduce the impact of dust generation. Embedded control and management and additional measures during the construction and operational (and maintenance) phase in relation to air quality are contained in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments** (REAC). These	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						documents identify specific mitigation requirements and good practice measures to be implemented throughout the construction phase to ensure environmental effects are avoided, reduced or controlled where practicable. In relation to dust, measures include, but are not limited to, sensitive routeing and siting to develop the overhead line alignment by avoiding and reducing, as far as practicable, impacts on identified receptors and the inclusion of strategically located and optimised temporary haul road along the Project alignment to reduce the effects of construction traffic movements on the local public highway network during construction, dampening down of exposed surfaces and haul routes, appropriate covering of vehicles transporting loose materials, wheel washing facilities where required, regular site inspections to ensure effective dust control is monitored with a log available to the relevant local authority when asked. These measures are designed to ensure that any dust impacts are localised, temporary and not significant. National Grid recognises the importance of minimising carbon emissions associated with the delivery of new infrastructure. The carbon footprint of the project including manufacture of materials, construction activities and transportation has been considered as part of the Project's design and environmental assessment as set out in as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**. The majority of construction phase greenhouse gas (GHG) emissions are attributed to embodied emissions in raw materials. The main contributor to embodied carbon would be the infrastructure associated with the Project, such as the conductors and pylons. Other emission sources include material transport, construction activities, worker transport, waste, and pre-construction demolition (for example dismantling of existing pylons and vegetation removal).	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Review of Project traffic data for the construction traffic routes and construction access tracks indicated that there are a number of links (construction traffic routes) which exceed screening criteria (number of additional vehicles) for human and ecological receptors. However, no statutorily designated sites (Special Areas of Conservation (SACs), possible SACs, Special Protection Areas (SPAs), Potential SPAs, Ramsar sites or SSSIs lie within 200 m of the construction traffic routes which screening criteria contained in DMRB LA 105 defines as the appropriate Study Area. Therefore in accordance with DMRB LA 105 detailed assessment of construction vehicle emissions relating to ecological receptors has been screened out of the construction vehicle emissions assessment presented in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** as impacts would be negligible. It is noted that **Application Document 6.8 Environmental Statement Chapter 8 Ecology** presents an assessment of construction vehicle emissions on any non-statutorily designated sites (such as Local Wildlife Sites (LWSs)) within 200 m of construction traffic routes which exceed the National Highways DMRB LA 105 traffic screening criteria – this assessment shows the impacts to all sites within this distance are not significant. All impacts to human receptors from construction vehicle emissions were assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** as **not significant**, given the negligible level of change in pollutant concentrations at all reported receptors, for all pollutants assessed. National Grid is committed to reducing construction related carbon emissions wherever practicable through measures such as efficient design, use of low carbon materials where available, optimised construction logistics, utilising electric or other low-	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Greenhouse Gas Reduction Strategy**. Having regard to this mitigation the Project's contribution to GHG emissions has been minimised as far as reasonably practicable. In accordance with the Institute of Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the construction of the Project is assessed as minor adverse and not significant.	
Construction							
8.11.2	Concern that Treswell's Northfield Lane is not a suitable access route. Northfield Lane is not accessible via Rectory Road.				**X**	National Grid, as part of our iterative design process, has undertaken a Transport Assessment presented as **Application Document 7.11 Transport Assessment** to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases. The Environmental Statement considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. Northfield Lane is within the Order Limits as a required route for operational and maintenance purposes. Operational access requirements are typically limited in frequency and scale. Following	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						completion of construction, access will generally be required only for periodic inspection visits, occasional planned maintenance and emergency access if required. These activities involve light vehicles and occur infrequently. They do not generate a sustained level of traffic. Our assessments have indicated that Northfield Lane would be suitable for this purpose with access available off Rectory Road.	
8.11.3	National Grid needs to ensure that the existing third party access across the temporary access track by Pylon ZDA246 is maintained.			X		Existing pylon ZDA246 is no longer within the Order Limits of the Project with no interactions with third party access tracks in this location.	
8.11.4	Access routes should follow existing tracks/ bridleways in South Leverton to avoid having to construct new access routes.				X	In developing the Project's access strategy National Grid has sought where reasonably practicable to utilise existing farm tracks, private access roads and established routes. However, it is not always appropriate or feasible to rely on such tracks or bridleways. Considerations have included existing public use including walkers, cyclists and equestrians, potential safety conflicts during construction, environmental constraints along the route and land ownership and access rights. In the vicinity of South Leverton a new temporary construction access has been proposed at Retford Road to enable the continued use of the temporary construction haul road. The temporary access has been designed to minimise land take and will be constructed, used and reinstated in accordance with **Application Document 7.2 Code of Construction Practice**, and **Application Document 7.3 Register of Environmental Actions and Commitments**, and secured by Requirement in **Application Document 3.1 Development Consent Order.** The project access strategy therefore reflects a balance between making use of existing routes were suitable and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						introducing new temporary access where this results in a safer and lower environmental and community impact.	
8.11.5	Concern about construction activity (drilling, vibration, traffic movement) causing damage to property/ damage to village infrastructure / National Grid should repair any damage to infrastructure.				X	Through sensitive routeing and siting, National Grid has sought to reduce, as far as practicable, potential impacts arising from construction activity, including drilling, vibration and traffic movement on villages and their infrastructure. The Environmental Statement considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** Within Route Section 10 the Order Limits pass in proximity to, but not through, seven settlements: Sturton le Steeple, North Leverton with Habblesthorpe, South Leverton, Treswell, Woodbeck, East Drayton and Darlton. Assessments have confirmed that no likely significant effects would arise from construction vibration (including traffic vibration) within Route Section 10. The design of the Project includes a strategically located and optimised temporary haul road along the Project alignment to support construction of the Project. This embedded mitigation reduces the effects of construction traffic movements on villages during construction. During construction, mitigation would be implemented to reduce the impact of vibration arising from construction activities and traffic movements. **Application Document 7.2 Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.7 Outline Noise and Vibration Management Plan and** sets out the good practice measures and site-specific mitigation measures to reduce effects and includes commitments to produce a final Noise and Vibration Management Plan. Site surveys will be undertaken before and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						after construction and where damage to infrastructure is demonstrably attributable to the project this would be addressed through appropriate remedial measures in accordance with statutory and contractual obligations, secured by Requirement in **Application Document 3.1 Draft Development Consent Order**.	
8.11.6	Concern about construction impacts causing local disruption around South Leverton, including noise, vibration, and pollution.				**X**	National Grid recognises that construction activity can give rise to temporary disruption and understands the concerns of local residents. Construction impacts such as noise, vibration, dust and traffic are assessed as part of the Environmental Impact Assessment (EIA). Within Route Section 10 the Order Limits pass in proximity to, but not through, South Leverton. Assessments have confirmed that no likely significant effects would arise from construction impacts taking into account the embedded measures set out in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and the control and management measures as set out in **Application Document 7.2 Outline Code of Construction Practice (CoCP), Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.4 Outline Construction Traffic Management Plan,** which are secured by Requirement in **Application Document 3.1 Development Consent Order.** The design of the Project includes a strategically located and optimised temporary haul road along the Project alignment to support construction of the Project. This embedded mitigation reduces the effects of construction traffic movements on villages during construction. Mitigation secured through the CoCP includes a restriction on working hours, use of well maintained plant, monitoring where required to ensure compliance with recognised guidance. Dust and air mitigation comprises the dampening down of working areas and haul routes in dry conditions, wheel washing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						facilities where necessary and the minimisation of exposed soil stockpiles. Traffic management measures include the use of the agreed construction traffic routes to reduce unnecessary movements through the village, traffic management measures for safety, clear signage and advance notification of any works or restrictions.	
8.11.7	Concern about damage caused to Rectory Road by construction/ construction traffic.				X	Rectory Road sits outside the Order Limits of the Project; no construction traffic is proposed to be using the route.	
8.11.8	Concern that tall construction equipment will cause safety issues with low flying aircraft/ Concern construction equipment will interfere with aircraft systems.	X				As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has undertaken a review of airfields within 5 km of the Order Limits as set out in **Application Document 5.9 Design Development Report.** Construction equipment such as cranes used to erect the pylons could pose a risk to aircraft operating in designated low fly zones. National Grid is in discussion with the MOD Defence Infrastructure Organisation to ensure that information is shared on the location of temporary construction equipment and position of permanent infrastructure.	
8.11.9	Concern about the impact of construction activity / construction traffic on resident safety at Station Road, Sturton le Steeple.				X	The health and safety of the public, local communities and employees is central to National Grid. To support resident safety on local roads, including Station Road at Sturton le Steeple National Grid proposes a continuous haul road along the Projects alignment. The Project proposes to only cross Station Road during construction to enable continued access to the temporary	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Infrastructure in Sturton le Steeple and South Leverton not suitable for heavy duty construction traffic (single track roads, in poor condition etc).					construction haul road. Following assessment presented in **Application Document 7.15 Transport Assessment** Station Road is considered suitable in highway terms with adequate visibility which importantly keeps construction vehicles off smaller or more constrained streets. Station Road will be used by construction traffic, with "All Vehicle" traffic accessing BM 107/108 from the east (PAR 94) via Gainsborough Road. LGV-only route to the west through South Wheatley.	
8.11.10	Concern about construction traffic impact on major roads/ Closure of major roads during construction.				X	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment (TA)**, informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads (AL), Heavy Goods Vehicle (HGV) movements, Light Goods Vehicle (LGV) movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess Primary Access Routes (PARs) for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Projects Order Limits. PARs	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHA) through regular meetings and structured workshops. The identification and assessment of PARs is set out within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where is it not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public, taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to agricultural land, businesses and private properties throughout construction. Construction activities and temporary traffic management arrangements will be planned to maintain access where reasonably practicable and minimise disruption to farming operations, agricultural traffic, local businesses and residential properties. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders. The roads proposed for temporary closure are identified within Application Document 7.4 Outline Construction Traffic Management Plan (OCTMP) and **Application Document 3.1 Draft Development Consent Order.** The OCTMP also establishes the framework for managing temporary road closures, diversion routes and access arrangements during construction. Detailed arrangements will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. Advance notification of temporary road closures and other construction activities affecting access will be provided in accordance with the communication strategy set out in the OCTMP, including	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						liaison with the relevant highway authorities, emergency services, affected landowners, businesses and local communities.	
8.11.11	Opposed to National Grid's proposed use of Rectory Road and Adjoining Public Bridleway Rectory Road in Treswell due to potential impacts on the users of the bridleway and on nearby properties, including Grade I Listed Church of St John the Baptist.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from construction traffic in Traffic and transport effects associated with construction and operation have been assessed and are presented in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Assessment of impacts due to dust/emissions and noise are presented in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality and Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** Impacts on Public Rights of Way (PRoW) including bridleways have been also been assessed within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Regarding Treswell BW11, a short section is proposed to be temporarily closed, with a diversion route provided to the east. This will ensure that users can continue to safely access the wider PRoW network with minimal disruption. Further details of the proposed closure and diversion are provided in **Application Document 7.6 – Outline Public Right of Way Management Plan.** The suitability of all proposed construction access routes, including Rectory Road and the adjoining public bridleway, has been assessed as part of the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. This assessment considers existing road and bridleway widths, alignment, visibility, surface condition, and forecast construction vehicle movements. Where constraints such as narrow carriageways or limited passing opportunities have been identified, mitigation measures will be implemented in consultation with the local highway authority and Public Rights of Way (PRoW) officers. These may include temporary traffic management, vehicle size restrictions, controlled access or timing of movements, or localised widening where feasible. If any routes are subsequently deemed unsuitable following detailed assessment, they will be removed from the approved construction routeing plan to ensure safety and minimise disruption. National Grid is committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Management Plan and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order.** In respect to the Grade I listed Church of St John the Baptist in Treswell, this is located approximately 890 m east of the Limit of Deviation of the proposed overhead line. The church is set within a churchyard, bounded by established trees. This immediate setting of the church will experience no impact from the Project. The presence of the operational Project would be visible in approaches to the church from Treswell Road to the north, but the Project would not interrupt visibility of the church's tower. The impact on this aspect of the church's setting is assessed to be negligible, resulting in a negligible effect. The detailed assessment is submitted in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage.**	
8.11.12	Concern construction works will cause landowner severance in East Drayton.			**X**		National Grid recognises concerns that temporary working areas, access routes or traffic management measures could affect the connectivity of landholdings or access to property. Severance effects are carefully considered as part of the design and in the Environmental Impact Assessment. The Environmental Statement identifies and assesses the likely significant effects on property owners and local communities during construction and operation, including potential severance effects, within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism.** During construction, temporary disruption may occur where National Grid working areas will access routes intersect with private land or local roads. However measures will be implemented to minimise and manage these effects. Control and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						management measures are set out in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments** which are secured by Requirement in **Application Document 3.1 Draft Development Consent Order.** Mitigation measures, set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, include maintaining access during construction hours, where possible, to residential properties, farms and businesses at all times unless otherwise agreed in advance, provisions of temporary access arrangements where existing access is affected, phasing of works to reduce the duration of occupation in anyone location, clear signage and communication regarding temporary changes comment liaison with affected landowners coordinate works around operational needs. When land is temporary literally severed for construction purposes the duration will be limited to what is reasonably necessary and land will be reinstated following completion of works. Permanent infrastructure such as pylons typically occupy a relatively small footprint allowing continued use of surrounding land. Compensation for permanent or temporary use of land loss, of income or other impacts will be provided in accordance with the Compensation Code and standard industry practise. National Grid is committed to ongoing engagement with affected landowners to minimise disruption and ensure access arrangements are appropriately managed throughout the construction.	
8.11.13	The proposed access route uses an existing bridleway that connects Rectory Road to pylon 4AF229. This approach appears to be				**X**	National Grid acknowledges the importance of the Holford Rules as an established good practice principle for the routeing of overhead transmission lines including the objective of minimising impacts on amenity. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	inconsistent with the Holford Rules regarding minimising harm to amenity.					on the surrounding landscape. Whilst Holford Rules primarily relate to the alignment of overhead lines rather than temporary construction and maintenance access arrangements the underlying principle of reducing harm to amenity has been applied in developing both the alignment and the access strategy for the Project.	
Consultation							
8.11.14	National Grid should take more time to consult with local people in South Leverton and Treswell. Further consultation is required with residents of Treswell and South Leverton.	X			X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with Bassetlaw District Council and Nottinghamshire County Council as host authorities in this Route Section and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the emerging preferred route corridor, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. The SCZ extended to 5 km from the edge of the emerging preferred route corridor and included any properties in Treswell and South Leverton who were not covered by the PCZ due to their distance from the Project. The SCZ included stakeholders who were less likely to be directly affected by the Project, but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had the same opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information. To support the non-statutory consultation, nine in-person events and eight online webinars were held, and a further three in-person events and two online webinars were held during the localised non-statutory consultation. For the statutory consultation, in accordance with the SoCC nine public information events and six online webinars were held. All consultation events and webinars for each consultation were advertised in the consultation documents, which were all available on the Project website and at local information points. This includes being advertised in the community newsletter, which was sent to all addresses in the PCZ, available online and at local information points for each consultation. LPAs were consulted via non-statutory and localised non-statutory consultation strategies and the SoCC for statutory consultation. All the events were held at suitable, publicly accessible venues that are within or near the PCZ. The face-to-face events were held at varying times through the day (including weekend and evening sessions) and events were held on two Saturdays throughout the consultation period.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Whilst National Grid did not hold a specific event in South Leverton or Treswell, it did hold events in Dunham on Trent and South Wheatley, both of which are within approximately a ten minute drive of South Leverton and Treswell. In addition to the above, National Grid responded positively to a request for further engagement during the statutory consultation by holding an in-person meeting with representatives from South Leverton and Treswell parish councils on 2 April 2025.	
8.11.15	Difficult for residents of Treswell and South Leverton to respond to consultation/ submit feedback due to the lack of events in those areas.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host local planning authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). To support the non-statutory consultation, nine in-person events and eight online webinars were held, and a further three in-person events and two online webinars were held during the localised non-statutory consultation. For the statutory consultation, nine public information events and six online webinars were held, with one webinar dedicated to Route Sections 10 and 11. All the events were held at suitable, publicly accessible venues that are within or near the Primary Consultation Zone (PCZ). The face-to-face events were held along the length of the route, at varying times through the day (including weekend and evening sessions) and events were held on two Saturdays throughout the consultation period. Whilst National Grid did not hold a specific event in South Leverton or Treswell, it did hold events in Dunham on Trent and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						South Wheatley, both of which are within approximately a ten-minute drive of South Leverton and Treswell. Furthermore, it is important to note that residents were not precluded from responding to the consultation based on their proximity to a public consultation event, and that both South Leverton and Treswell were covered by various other methods of promoting the consultation, including consultation materials being available to view at local information points, which included Bassetlaw District Council offices and Nottinghamshire Mobile Libraries and digitally provided on the Project's website. Throughout the consultation period, the Project team were and continue to be available to answer questions through the North Humber to High Marnham Freephone number, address or email.	
8.11.16	National Grid should have carried out more engagement with local environmental groups.					National Grid recognises the important role that local environmental groups plain understanding and protecting the character comedy ecology and heritage of the area. A programme of consultation has been undertaken in accordance with the relevant statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (EIA Regulations) and best practise guidance. This has included engagement with prescribed consultees, local authorities including Bassetlaw District Council and Nottinghamshire County Council as host local authorities in Route Section 10, statutory environmental bodies and the wider community through public information events, the viewing of materials at local information points, online consultation materials and written feedback opportunities. Where local environmental organisations have been identified National Grid sought to engage with them directly or through public	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						consultation channels. Feedback received has been reviewed and considered as part of the iterative design and assessment process particularly in relation to ecology, landscape and heritage matters. The EIA has been informed by consultation with statutory environmental bodies and by site specific surveys carried out over appropriate seasons. The findings of these assessments are documented transparently and form part of the Application for consent.	
8.11.17	Request for continued engagement with the third-party developers in this Route Section.				X	National Grid recognises the importance of coordinating with third party developers and land promoters to ensure that infrastructure proposals are aligned where reasonably practicable and do not unnecessarily constrain future development. Engagement with third parties has been undertaken during route development to understand any proposals, allocated sites and emerging planning considerations. This has included review of adopted and emerging local plans, liaising with local planning authorities and direct engagement with developers where appropriate. The Project has been designed to take account of committed and allocated development where information is available to avoid sterilising land unnecessarily, maintain appropriate clearances and safeguarding zones and retain flexibility through limits of deviation to allow detailed refinement. National Grid acknowledges that development proposed can evolve over time. Accordingly, engagement has continued through the pre-application process and into detailed design where further refinements may be considered if compatible with engineering, safety and environmental requirements. However, it is not possible to design the route around speculative or undefined proposals that are not yet sufficiently advanced within the planning system. The project is based on robust available evidence at the time of application while maintaining deliverability of national significant infrastructure. **Application Document 5.11**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Interrelationship Document illustrates how interfaces with third party developers have been taken into account in Project design.	
8.11.18	Request for further engagement with South Leverton Parish Council and East Drayton Parish Council.	X				National Grid responded positively to a request for further engagement during the statutory consultation by holding an in-person meeting with representatives from South Leverton and Treswell Parish Councils on 2 April 2025. Community update newsletters were also provided throughout the pre application stage of the Project in September 2025, January 2026 and June 2026.	
8.11.19	Further information is needed, including the rationale for overhead line routeing adjacent to Sturton le Steeple.	X		X	X	Statutory consultation was supported by a wide range of documents to ensure detailed information was provided on the Projects rational for overhead line routeing in this location. To support consultation activities National Grid published a Project Background Document, Community Newsletter, Non-Technical Summary of the Preliminary Environmental Impact Report (PEIR), a Strategic Options Report update, **Application Document 7.20 2025 Design Development Report** (2025 DDR), Non-statutory Consultation Feedback Report (Appendix B) and the PEIR with associated plans and drawings, and a Guide to interacting with the consultation plans. Each document published as part of the statutory consultation fulfilled a specific purpose, for example, the Project Background Document provided a broad overview of the consultation and proposals in each Route Section and the 2025 DDR provided information and reasoning for the routeing decisions at Sturton le Steeple. As Route Section 10 had been the location of a localised non-statutory consultation in July and August 2024, the 2025 DDR provided detail on National Grid's decision-making, along with conclusion that the preferred corridor presented in 2023 non-statutory consultation (known as the western corridor) was the preferred corridor due to technical, environmental, socio-economic and cost considerations. As the Project has progressed to final	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						design routeing decisions at Sturton le Steeple are set out in **Application Document 5.9 Design Development Report.**	
8.11.20	Criticism about the approach to consultation in Route Section 10 in the non-statutory and statutory stages, with residents in South Leverton and Treswell not being fully informed about the proposed route presented at statutory consultation.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined during both stages of consultation to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the emerging preferred route corridor at non statutory consultation and within 1 km of the draft Order Limits at statutory consultation, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. This included properties in Treswell and South Leverton. The SCZ extended 5 km from the edge of the emerging preferred route corridor and included any properties in the Treswell and South Leverton area who were not covered by the PCZ due to their distance from the Project. The SCZ included stakeholders	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information including adverts in the local press and social media campaigns. Whilst National Grid did not hold a specific event in South Leverton or Treswell, it did hold events in Dunham on Trent and South Wheatley, both of which are within approximately a ten-minute drive of South Leverton and Treswell. National Grid is unable to hold events in each residential area along the route, therefore venues in Dunham on Trent and South Wheatley were determined to be most appropriate for holding events in this area. Throughout the consultation period, the Project team were and continue to be available to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.	
8.11.21	National Grid must clearly justify their choice of preferred corridor/ discounted corridors/ why have alternative corridors been discounted.				X	Deciding where and how to build new high voltage electricity lines is complex. National Grid presented strategic options for routeing and siting of the Project in **Application Document 7.18 Corridor Preliminary Routeing and Siting Study (CPRSS),** and **Application Document 7.19 Supplementary Corridor Routeing Report** (SCRR) (2024). The process of options appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						socioeconomic, environmental, and cost implications of each option. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. At statutory consultation the overall decision on the preferred alignment for the new overhead transmission line was presented within Application Document **7.20 2025 Design Development Report** which provided the design rational for the Project based on robust assessments presented within **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered**.	
8.11.22	Criticism that there was not enough notice of consultation for residents, including in Treswell and South Leverton.				**X**	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). Notice of the statutory consultation was first provided on 18 February 2025 through a combination of formal and public channels. Direct notification was sent to prescribed consultees including the local authorities' parish councils and statutory bodies, letters were sent to landowners and occupiers and those are legal interest in the land within the draft Order Limits and notification to persons identified as having a potential interest in land. Public notices were also placed in local newspapers circulating in the areas of Treswell and South Leverton. The notice included a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						description of the proposed development the consultation period and details of how to view documents and methods providing feedback. The consultation ran for a period of eight weeks which is greater than the minimum statutory duration of 28 days, allowing sufficient time for review and response. The Consultation newsletter was also sent to all properties within the Primary Consultation Zone. National Grid held a total of nine face-to-face events along the proposed route during the statutory consultation period of eight weeks, with an event in Dunham on Trent held on 1 March 2025, followed by an event in South Wheatley on 4 March 2025. As such, there was around 10 days between the start of the consultation and the first event in the vicinity of this Route Section, and two weeks between the start of the consultation and the second event in this area. National Grid also held six webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. A route-wide webinar was provided on the 25 February 2025 and 27 March 2025, with a further webinar on the 18 March 2025 for Route Sections 10 and 11. A range of consultation materials were provided by National Grid to allow respondents to give consideration to our proposals. These materials related to the consultation, and National Grid ensured these materials were available, accessible and easily interpretable for consultees to provide an informed response, in line with the Gunning Principles. An interactive map was and continues to be available on the Project website so that our proposals can be viewed in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. In addition to this, the Project team were available throughout the duration of the statutory consultation period and continue to be to answer	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.	
8.11.23	Further engagement with West Burton Solar Project Ltd requested.				X	National Grid has actively engaged with stakeholders throughout the pre application stage of the Project including West Burton Solar. Additionally, following the close of the statutory consultation, National Grid's contact channels have remained open for anybody with questions about its proposals.	
Cultural Heritage							
8.11.24	The PEIR has not separately identified the Grade II listed building Oak Barn and Millers Barn as individual heritage assets.				X	National Grid has reviewed all feedback on the PEIR arising from the statutory consultation. Stakeholder engagement has continued throughout the pre-application stage of the Project and, where necessary, further assessments have been actioned or agreement has been made with the relevant statutory body. Oak Barn and Millers Barn in Sturton le Steeple are not designated heritage assets. Oak Barn and Millers Barn are non-designated heritage assets that form part of a group of farm buildings associated with Grade II listed building Crow Tree Farm (NHLE 1216936) in Sturton le Steeple. The farm buildings are treated as curtilage listed, along with Pond House and Crow Tree Barn. The building group, as curtilage listed structures, are assessed in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** with Grade II listed Crow Tree Farm (NHLE 1216936). The assessment concludes there would be a minor adverse effect to Crow Tree Farm and its curtilage listed structures from the construction and operation of the Project.	
8.11.25	Concern about the impact (including vibration) on heritage assets around South			X	X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. Measures have been embedded into the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Leverton, including North Leverton Windmill. Concern about the impact on listed buildings, including Church of St. John the Baptist in Treswell, and Oak Barn and Millers Barn in Sturton le Steeple.					design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project, these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Those measures of relevance to heritage assets include sensitive routeing and siting to reduce as far as practicable, potential impacts on the historic environment and heritage assets, including scheduled monuments, listed buildings, conservation areas, archaeological remains and areas of special historic landscape interest (or historic landscape character). Based on feedback from Historic England and Cultural Heritage Advisors to the local planning authority, the route of the proposed overhead line has been diverted to minimise change to heritage assets, including Grade II* North Leverton Windmill (NHLE 1234469), and its associated Grade II listed building windmill cottage (NHLE 1276111). North Leverton Windmill is located approximately 720 m from the Limit of Deviation of the proposed overhead line at its closest point. This is far outside of the 100 m study area for construction vibration and therefore significant effects to the windmill and cottage from vibration impacts are not anticipated. The impact of the Project on the setting of North Leverton Windmill and associated cottage is assessed in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** to be moderate adverse, and significant, during construction and operation. The Grade I listed Church of St John the Baptist in Treswell is located approximately 890 m east of the Limit of Deviation of the proposed overhead line. The church is set within a churchyard, bounded by established trees. This immediate setting of the church will experience no impact from the Project. The presence of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the operational Project would be visible in approaches to the church from Treswell Road to the north, but the Project would not interrupt visibility of the church's tower. The impact on this aspect of the church's setting is assessed to be negligible, resulting in a negligible effect. Oak Barn and Millers Barn are non-designated heritage assets that form part of a group of curtilage listed farm buildings at Crow Tree Farm (NHLE 1216936) in Sturton le Steeple. The assessment of Grade II listed Crow Tree Farm and its curtilage listed buildings, which includes Oak Barn and Millers Barn, concludes a minor adverse effect to their setting during construction and operation, arising from changes in the experience of their setting. The detailed assessment is submitted in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage.**	
8.11.26	Mitigation of impacts on cultural heritage assets should be a priority.				X	Archaeological fieldwork surveys, comprising aerial photography and LiDAR assessment, geophysical survey, and trial trenching, have been completed to inform the impact assessment process. The surveys have also informed the Project design and avoided impacts to areas of highly valuable archaeological remains. Mitigation proposals for archaeological remains that cannot be avoided and/or may not merit preservation in situ, include a programme of archaeological recording in advance of construction, post-excavation assessment, publication and archiving. These measures have been agreed with the archaeological advisor to the local planning authority and are secured in **Application Document 7.9 Outline Archaeological Written Scheme of Investigation** and within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant heritage receptors.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The results of the completed archaeological fieldwork surveys are submitted as: • **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report;** • **Application Document 6.10.A6 Environmental Statement Appendix 10.6 Geophysical Survey Report; and** • **Application Document 6.10.A8 Environmental Statement Appendix 10.8 Archaeological Trial Trench Evaluation Report.**	
Design							
8.11.27	Support for the preferred alignment in Route Section 10.			X	X	National Grid notes the feedback.	
8.11.28	Opposition to the preferred alignment in Route Section 10.				X	The preferred alignment presented at statutory consultation had been identified following a structured and iterative appraisal process which include the identification of route corridors informed by environmental and technical constraints mapping, comparative appraisal of its alternative alignments, consideration of potential impacts on landscape, heritage, ecology, residential amenity and land use, engineering feasibility and safety requirements, cost and deliverability considerations and feedback received through consultation. Following statutory consultation National Grid has continued to consider feedback received and sought to balance competing environmental, community and engineering factors. The Project has sought to reduce effects and represents the option that when assessed across the full range of criteria minimises overall harm while remaining technically feasible and economically proportionate.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.29	Concern that the overhead lines are too close to/ should avoid homes and properties in Sturton le Steeple, North Leverton, South Leverton (particularly Retford Road), and East Drayton.				X	The route alignment sits to the west of the villages of Sturton Le Steeple, North Leverton, South Leverton and East Drayton having been developed through an iterative design process which considered environmental, technical, engineering land use and planning constraints. Opportunities to maximise separation from residential receptors have been considered where reasonably practicable while balancing other project requirements add constraints. The proposed overhead line has been designed to comply with all relevant statutory requirements, safety clearances and industry standards. An assessment of likely significant effects on residential amenity including visual effects where relevant, has been undertaken and is reported within the Environmental Statement submitted as part of the Application. Mitigation planting has been incorporated into the Project design to reduce visual effects at Sturton Le Steeple, North Leverton, South Leverton and East Drayton.	
8.11.30	The overhead lines should be routed in close parallel with existing overhead lines, as they are in Route Section 7 and elsewhere in the country.			X	X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Within Route Section 10 it has not been possible to route in close parallel with the existing overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised non – statutory consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor brings environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within the eastern corridor a close parallel for the length of the overhead line in this section was not feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. A project decision was made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment as presented at statutory consultation. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 2025 Design Development Report.**	
8.11.31	The overhead lines should be routed on lower ground/ avoid high ground in East Drayton, Treswell, and as they approach South Leverton.	**X**			**X**	Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised non – statutory consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor while being on lower ground brings environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within the eastern corridor a close parallel for the length of the overhead	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						line in this section was not feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 2025 Design Development Report.**	
8.11.32	The overhead lines should be routed underground in Route Section 10.				X	National Grid has carefully considered the feedback received during the consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project in Route Section 10.	
8.11.33	The overhead lines should take the shortest, most direct route in North Leverton and South Leverton.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. The design has sought to take the most direct route in North and South Leverton, in line with the Holford Rules, whilst avoiding environmental and social constraints as a longer and less direct	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						route would be expected to transfer effects to a greater number of other receptors. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	
8.11.34	Preference expressed for option presented in the Stage One consultation in 2023.			X		At the stage one consultation the Project presented an emerging preferred corridor. National Grid asked for feedback on our work to-date to identify an emerging preferred corridor and graduated swathe within which the proposed new line could be located. The alignment presented at Statutory Consultation was a result of further assessments and the consideration of feedback received at non-statutory consultation as to where within the corridor the overhead line could be located.	
8.11.35	Preference expressed for the option presented in the 2024 localised non-statutory consultation ("Eastern corridor").			X	X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised non – statutory consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor would bring environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within the eastern corridor a close parallel for the length of the overhead line in this section was not	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. A Project decision was made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment as presented at statutory consultation. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.36	Concern that the position of pylon 4AF250 will impact hay production that supports a herd of livestock.			**X**		Pylon 4AF250 as presented at statutory consultation (pylon 249 in the Application) is located within an agricultural field. National Grid understands concerns about the impact of permanent infrastructure within productive fields. A pylon foundation occupies a relatively small permanent footprint compared to the overall size of a typical agricultural field. While there will be temporary construction work in area during installation, the land will be reinstated following completion of works in accordance with the **Application Document 7.5 Outline Soil Management Plan.**	
8.11.37	Concern about impact on neighbouring solar panels from cable swing and location of future maintenance areas.			**X**		National Grid recognises concerns regarding the interaction between overhead line infrastructure and nearby solar installations. Overhead lines are designed in accordance with national safety and engineering standards which have defined clearances to be maintained under a range of operating conditions, including high winds and maximum conductor temperature. Conductor 'swing' is a known design parameter and is fully accounted for within the structural and clearance calculations at the detailed design stage. Where development exists, is consented or going through the consenting process this is taken into account	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						during detailed design to ensure compliance with safety standards and operational requirements. In relation to maintenance access permanent access requirements for the overhead line is limited and infrequent. Maintenance activities generally involve light vehicles and short duration visits with access routes and working areas defined to ensure safe operation while avoiding unnecessary encroachment onto neighbouring land. The Environmental Impact Assessment and engineering design process considered the proximity of existing committed development, and National Grid has sought to work collaboratively with third party developers to agree mutual design agreement for maintenance areas to ensure that safe clearances are maintained and their operational interfaces are appropriately managed.	
8.11.38	Concern that the proposed maintenance track will interfere with planned development in the area.			X		Existing and known planning allocations have been taken into account when considering the Project. However, private option agreements do not necessarily equate to defined or consented development layout and in many cases the final form and extent of such proposals remain uncertain. Where there is certainty of a development, such as a solar development, being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**.	
8.11.39	Request for the overhead line route to remain closer to South Wheatley on the west side of the railway instead of				X	National Grid considered the request for the overhead line route to cross the railway close to pylon 4AF221. The alignment presented at statutory consultation avoids crossing an existing National Grid Electricity Distribution 132kV line in order to avoid complex crossing arrangements, increased design constraints and higher	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	crossing the railway at Sturton le Steeple. The route should cross the railway close to pylon 4AF221 to avoid the village of Sturton le Steeple. This would reduce the cumulative impacts on the village from existing and planned developments.					construction risk created when working near live assets. Routeing has also sought to minimise the effects on other planned developments in the area and been designed to cross the railway line in accordance with Network Rail guidance. For these reasons the request has not been incorporated into the Project's design.	
8.11.40	Requests to route the overhead line in a straight north-south line between pylon 4AF220 and pylon 4AF235, west of South Leverton and Woodbeck. This is because the route is currently on the highest ground, making it prominent. The suggested route is further away from settlements and would reduce impacts on the views and on conservation areas near pylon 4AF230. This would reduce the number			X	X	National Grid has considered the request to route the overhead line in a straight north-south line between pylon 4AF220 and pylon 4AF235, west of South Leverton and Woodbeck. However in this location the routeing request is not considered to be appropriate as the change would introduce greater impacts on landscape and ecological designations. The request would bring the overhead line onto higher ground, increasing the visibility of the pylons within the wider landscape and from North Leverton Windmill, a Grade II listed building. The change requested would also bring in visual receptors further to the west which would not currently be affected by the Project, bring the alignment into closer proximity to the north of Treswell Wood SSSI and Cowsland Strip Local Wildlife Site and would result in a greater overall tree loss to facilitate the construction and operation of the Project. For these reasons the request has not been incorporated into the Project's design. The current location of the alignment has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, including SSS and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	of pylons and reduce impacts on quality of life.					woodland, where practicable. Commitments relating to ecological protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.11.41	Request that the overhead line is undergrounded close to North Leverton Windmill to reduce landscape impacts around a site of local significance.				**X**	National Grid recognises the heritage and landscape value of North Leverton Windmill and its setting and understands the desire to minimise visual effects in its vicinity. The undergrounding of high voltage transmission lines is carefully considered where there is a particularly sensitive constraint. However, undergrounding involves substantial additional engineering works, including extensive trenching over significant distances, permanent access and jointing bays, larger construction compounds, potentially greater disturbance to archaeology and soils and can have long term maintenance constraints. In addition, undergrounding transmission lines is significantly more expensive than overhead line construction and introduces technical and operational considerations including heat dissipation and repair complexity. Whilst National Grid does not favour either option, national policy recognises that undergrounding may be appropriate in certain highly constrained or national designated landscapes, but it is not automatically justified solely on the basis of proximity to a single heritage asset. The decision must balance heritage benefits against engineering feasibility, environmental effects, cost an overall deliverability. The potential effects of the Project on heritage assets and their settings are assessed within **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage,** a detailed assessment of landscape within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and a visual assessment within **Application Document 6.7 Environmental Statement Chapter 7 Visual**. This includes	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						consideration of designated status, contribution of setting to significance and key views to inform the asset. Undergrounding has not been considered proportionate alternative mitigation to route alignment refinement in this location, however steps that have been taken to minimise the impacts of the Project on the Grade II* North Leverton Windmill include a wide route deviation and the provision of mitigation planting. The cultural heritage assessment concludes that there would be a significant effect to the windmill arising from change to its setting.	
8.11.42	Overhead lines should go in a straight line between pylon 4AF221 and pylon 4AF234 to avoid South Leverton village, reduce impact on wildlife and habitats, and to save money. Overhead lines should go in a straight line between pylon 4AF221 and pylon 4AF234 to avoid South Leverton village to reduce impacts on birds, walking and riding routes and livestock.				X	National Grid has considered the request to route the overhead line in a straight north-south line between pylon 4AF221 and pylon 4AF234 with the request seeking a reduced impact on South Leverton village, wildlife, livestock, public rights of way and to save costs. However, in this location, the request would bring the overhead line onto higher ground increasing the visibility of the pylons within the wider landscape, and from North Leverton Windmill a Grade II listed building. The request would also bring in receptors further to the west which would not currently be affected by the Project. In respect of wildlife and habitats the request would additionally bring the alignment in closer proximity to the north of Treswell Wood SSSI and Cowsland Strip local wildlife site whilst also resulting in a greater overall tree loss to facilitate the construction and operation of the Project. The current impact on the Project to walking and riding routes in this location is not considered significant with the temporary closure of route C1-57 which will be managed in accordance with **Application Document 7.6 Outline Public Rights of Way Management Plan.** The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, such as SSSI,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						wildlife sites and woodlands, where practicable. Commitments relating to ecological protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.** For these reasons the request has not been incorporated into the Project's design.	
8.11.43	Request for the proposed overhead line to be routed east of Sturton le Steeple to run in close parallel with the existing line. This avoids taking the route (from pylon 4AF210) southwest past the west side of Leverton. This would bring the overhead line in parallel with existing infrastructure to reduce the impact on the Project.				X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Within Route Section 10 it has not been possible to route in close parallel with the existing overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor brings environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within the eastern corridor a close parallel for the length of the overhead line in this section was not feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. A project decision was made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment as presented at statutory	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						consultation. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.44	Overhead lines and pylons located between pylon 4AF225 and pylon 4AF230 should be located to the west of Lee Beck using pre-existing tracks as alternative access points. This is to preserve recreational shooting and avoid ecological impacts on established hedges and grassland.				X	National Grid reviewed the request to reroute the overhead line from pylon 4AF225 to pylon 4AF230 west of its proposed route so it is west of Lee Beck. National Grid has been unable to confirm the location of the recreational shooting area referenced by the respondent and therefore is unable to confirm how any changes to the routeing would remove any impact on it. Furthermore, a movement of the line to the west would bring the overhead line onto higher ground, increasing the visibility of the pylons within the wider landscape and from North Leverton Windmill, a Grade II listed building. The change requested would also bring in visual receptors further to the west which would not currently be affected by the Project, bring the alignment into closer proximity to the north of Treswell Wood SSSI and Cowsland Strip Local Wildlife Site and would result in a greater overall tree loss to facilitate the construction and operation of the Project. For these reasons the request has not been incorporated into the Project's design.	
8.11.45	Request that the route currently proposed through East Drayton Parish (pylon 4AF239 to pylon 4AF242) is moved slightly west to between two specified properties or to the west of a specified property. This				X	National Grid reviewed the request to reroute pylons between 4AF239 and 4AF242 to the west of their current alignment. The request would result in the heights of the pylons being increased due to uneven and large spans increasing technical complexity and an increasing in visual impacts in this location. The change would also increase interactions with third party developments and required mature tree removal. For these reasons the request has not been incorporated into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	section of land is lower and would reduce the visible impact of the pylons on the conservation village of East Drayton. It would also impact fewer residents.						
8.11.47	Suggestion to reconsider using the Eastern Corridor to Cottam, then from Cottam revert to the Western Corridor connecting at pylon 4AF245 or pylon 4AF250. Existing hedgerows would provide screening and minimise the visual impact of the overhead lines. The full Western Corridor is on higher ground so it is more visible and impacts on public rights of way.				X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised non – statutory consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that 'western' corridor as presented at non-statutory consultation 2023 offered technical, land, and cost/programme advantages, including avoidance of high-risk flood zones, reduced construction and maintenance complexity, and minimised third-party and developer interactions. Whilst also not requiring mitigation of the existing 132kV overhead line or impact the consented Wood Lane Solar Farm, significantly reducing technical risk and project costs.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						In light of the above the request to use the eastern corridor to Cottam, then from Cottam revert back to the to Western corridor connecting at pylon 245/250 has not been incorporated into the Project's design. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.48	Request to reroute the overhead line in a westerly direction to the other side of Blue Bell Wood and Lee Beck to remove impact on six protected pear trees.				**X**	National Grid has undertaken a review of Local Planning Authority records on Tree Preservation Orders (TPO) and has not identified TPOs that covers the six pear trees. Despite this, National Grid reviewed the request to reroute the overhead line in a westerly direction to the other side of Blue Bell wood and Lee Beck to remove impact on the six pear trees. The decision has been made not to implement the change on the basis that the suggested reroute would be in closer proximity to and include construction access through Treswell wood (SSSI). The Project has followed the mitigation hierarchy of avoidance first, as a nationally designated site protected for its ecological value. Maintaining greater separation distance from the SSSI is preferable as it reduces the risk of direct habitat disturbance during construction, minimises direct and in indirect effects such as vibration, dust pollution or hydraulic logical change, limits potential disturbance to protected species and reduces the likelihood of temporary access or work in areas encroaching into sensitive land. The request would then pass through an area where the reintroduction of dormice has been undertaken which are protected in the UK and Europe under the Wildlife and Countryside Act 1981. The request would also result in oversailing a property. The Project has sought to avoid oversail as this reduces the perceived and actual amenity impacts on occupiers, avoids potential constraints on	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						development, minimises concerns regarding safety and health perceptions and avoids long term constraints directly above dwelling curtilage. For these reasons the request has not been incorporated into the Project's design. **Application Document 7.13 Arboricultural Impact Assessment (AIA)** has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses.	
8.11.49	Request for the overhead line to follow the Eastern Corridor, which connects to the current proposal at Laneham, on either pylon 4AF245 or pylon 4AF250 to avoid North Leverton Windmill, Treswell Woods, South Leverton and Treswell.				**X4**	National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Section 10 was assessed and reviewed as part of a localised non – statutory consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that 'western' corridor as presented at non-statutory consultation 2023 offered technical, land, and cost/programme advantages, including avoidance of high-risk flood zones, reduced construction and maintenance complexity, and minimised third-party and developer interactions. Whilst also not requiring mitigation of the existing 132kV overhead line or impact the consented Wood Lane Solar Farm, significantly reducing technical risk and project costs. In light of the above the request to use the eastern corridor and reconnect	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						at either pylon 4AF245 or pylon 4AF250 has not been incorporated into the Project's design. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.50	Request to rerouteing to existing pylons near Dunham further north, near Woodbeck, from pylon 4AF234.				X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Within Route Section 10 it has not been possible to route in close parallel with the existing overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor brings environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within the eastern corridor a close parallel for the length of the overhead line in this section was not feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. A project decision was made to take the emerging preferred	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(western) corridor forward for the North Humber to High Marnham overhead line route alignment as presented at statutory consultation. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.51	Request that instead of routeing the overhead line through Sturton le Steeple and skirting surrounding villages, the route is re-aligned from pylon 4AF205 to travel southeast through open country i.e. passing through the middle of Sturton le Steeple and Wheatley on a straighter route to pylon 4AF220. Upon reaching pylon 4AF220, instead of "dog-legging" towards South Leverton, the route should travel south-southwest towards Treswell Wood and travel along its Western edge. Instead of approaching pylon 4AF240 from Woodbeck, the route				X	National Grid has considered the request to realign the overhead line from pylon 4AF205 to travel south-east to pylon 4AF220 then upon reaching pylon 4AF220, traveling south-southwest towards Treswell Wood to run along its western edge to mitigate landscape impacts. The alignment presented at statutory consultation benefits from being on a lower elevation, being a greater distance from heritage assets, including the Church of St Helens, a Scheduled Monument and Grade I Listed Building, and avoidance of undergrounding the NGED 132kV overhead line which would introduce additional temporary effects on land take, habitat, increased traffic and associated noise and air quality emissions. For these reasons the request has not been incorporated into the Project's design. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors where practicable. Commitments relating to ecological and heritage protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	would approach from the Holts (Crab Tree Holt, Crow Holt etc.) from the northwest. This would mitigate landscape impacts and avoid populated areas.						
8.11.52	Pylon 4AF256, pylon 4AF257 and pylon 4AF258 should be moved a small distance west of current proposed location to sit in the lower ground as they cross Crabtree Lane and crossing the railway around High Marnham Junction. This would avoid the need to manage / fell trees with nesting birds on Crabtree Lane. It also has potential to reduce the mitigation planting currently planned on a meadow that would remove the long views currently enjoyed to the west from a specified property.				X	National Grid has considered the request for the alignment of pylons 4AF256, 4AF257 and 4AF258 to be moved west of current proposed location to sit in the lower ground as they cross Crabtree Lane and crossing the railway around High Marnham Junction. This change has not been incorporated into the Project design due to the closer proximity of properties and increased and increased impacts on third party developers which can be avoided with the current design. The request would also result in an increase in the number of overhead line angles with the associated impacts to visual amenity which in accordance with the Holford Rules should be avoided where possible. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.53	Request to follow the original graduated swathe by routeing southwards between pylon 4AF205 and pylon 4AF221. The route would intersect with Wheatley Road directing southwest into land owned by respondent's client and head-leased to a solar scheme. Within this leased land the route would divert directly southwards, crossing High House Road and along the edge of a solar project's planning boundary. From the edge of this planning boundary, the route would divert south-southeast to rejoin proposed pylon 4AF220, avoiding pylon 4AF221 by going direct to pylon 4AF222 then continuing the proposed route. This would reduce construction traffic, reduce cumulative impacts, and reduce				X	National Grid has considered the request to realign the overhead line from pylon 4AF205 to pylon 4AF221. The alignment presented at statutory consultation benefits from being on a lower elevation, being a greater distance from heritage assets, including the Church of St Helens a Scheduled Monument and Grade I Listed Building, and avoidance of undergrounding the NGED 132kV overhead line which would introduce additional temporary effects on land take, habitat, increased traffic and associated noise and air quality emissions. A Project decision has been made to not incorporate the request into the Project's design due to the increased environmental disruptions.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	interactions with planned projects in the area.						
8.11.54	Request to move construction compound on Retford Road from the north of pylon 4AF224 further along Retford Road, so it is not midway through the junction and away from the double bends.			X		National Grid has considered the request for the construction compound north of pylon 4AF224 be moved further along Retford Road midway through the junction and the double bends. However, the proposed design change would result in reduced flexibility due to the size of the field and introduce drainage constraints, would affect an increased number of land parcels and increase field severance. It also raised concerns about archaeological risks and potential damage to tree Root Protection Areas during construction of the Project. On this basis it was decided to not incorporate the change into the Project's design. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors where practicable. Commitments relating to ecological and arboricultural protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.11.55	Request for pylon 4AF224 to link in a straight line to pylon 4AF231.				X	National Grid has considered the request for pylon 4AF224 to link in a straight line to pylon 4AF231. This would additionally bring the alignment in closer proximity to the north of Treswell Wood SSSI and Cowsland Strip local wildlife site and would result in a greater overall tree loss to facilitate the construction and operation of the Project. The request would also result in the Project oversailing Forwood Farm Airstrip and bring in receptors further to the west which would not currently be affected by the Project. For these reasons the request has not been incorporated into the Project's design. The current location has been selected following a balanced assessment of engineering, environmental, land use and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors. Commitments relating to ecological protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.11.56	Request that an alternative design for pylon 4AF230 is considered. They suggest that a low-height lattice design or reconfiguration of the design to reduce height and prominence. Request that the same design alteration is considered in areas with the most sensitivity i.e. landscape/visual, ecology. Request made to reduce landscape/visual impact and reduce impact on ecology and environment.				**X**	Whilst the vast majority of transmission lines in Britain use lattice steel pylons, alternative pylon types, including low height lattice pylons, are available. National Grid assessed the choice for pylon designs for the Project in and published its conclusions in Section 6.3 of **Application Document 7.20 2025 - Design Development Report** at statutory consultation in 2025. The assessment took into consideration the conductor, which must be capable of carrying the required power; and the pylon type, which needs to be able to support the conductor bundles (wires) and an earth wire, as well as the potential environmental effects of the construction, operation and maintenance of the alternative pylon types in comparison to the traditional lattice steel pylons along the length of the Project. It concluded that the standard traditional lattice steel pylons was the most appropriate for use for the Project and there were very limited benefits from the use of alternative pylon types. Specifically for Section 10, it is considered that in views within the northern areas of Section 10, the presence of the existing lattice overhead lines is more prominent and therefore lattice pylons are considered a more appropriate design from a visual perspective in these areas. In areas located further from the existing overhead line, the presence of increased amounts of vegetation mean that a lattice form would more easily be incorporated into the landscape, being a less solid structure which would benefit more from filtering vegetation in views.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.57	Request to move pylon 4AF231 north along the field boundary to minimise visual and physical impact, and to allow practical farming methods to continue by preserving unobstructed access for machinery and optimising the use of arable land. Request to move pylon 4AF231 south along the field boundary to minimise visual and physical impact, and to allow practical farming methods to continue by preserving unobstructed access for machinery and optimising the use of arable land.				X	National Grid has reviewed the request to move pylon 4AF231 to a field boundary to reduce the impacts on farming practices. It has been possible to accept the request in this location and relocate to the southern boundary. The facilitation of the request has been possible as it does not negatively impact engineering integrity whilst supporting farming practices. Vegetation impacts can be mitigated through canopy and stem management.	X
8.11.58	Request for an alternative route which utilises the original proposal for the Eastern Corridor from West Burton. From pylon 4AF210 (West Burton), the overhead lines should be routed				X	National Grid has reviewed the request for an alternative route which utilises the 'Eastern Corridor' from West Burton and the request for the route to be straightened between pylon 4AF224 and approximately pylon 4AF230, thereby shifting the overhead line between the pylons to the west. In order to facilitate the change a D90 pylon would be introduced to the alignment in close proximity to South Leverton increasing the visual impact, and pylon heights would be increased. There would be additional interaction with third party developers and a greater impact on the North	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	southeast to Cottam (alongside/parallel with existing overhead line on its western side), then from Cottam route south (alongside existing overhead line) to Laneham. Once at Laneham, the route should depart from the existing overhead line and route southwest to rejoin the proposed western route at either pylon 4AF245 or pylon 4AF250 at the A57. This would reduce impact on business, reduce landscape/visual impact, avoid constraints associated with western route (Route Section 10) and avoid villages and airfields. Request for the route to be straightened between pylon 4AF224 and around pylon 4AF230, thereby shifting the overhead line between the pylons to the west. Instead of the "dog-leg"					Leverton Windmill a Grade II listed building. Given the increased environmental impacts, impact on engineering complexity and greater impacts to other landowners it has not been possible to incorporate the request into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	towards South Leverton and Treswell, the route would travel south from pylon 4AF224. It would run to the west of Lea Beck (rather than east of). The point of crossing at Foreword Lane would be slightly to the west ending in the top right-hand corner of the field.						
8.11.59	Request for alternative routeing that avoids the Order Limits of the Steeple Project. Request that the overhead line is routed further to the west outside of Steeple Project Order Limits due to interference with planned development and to reduce cumulative impacts with other developments.				X	National Grid has considered the request to realign the overhead line from pylon 4AF205 to 4AF221. The alignment presented at statutory consultation benefits from being on a lower elevation, being a greater distance from heritage assets, including the Church of St Helens a Scheduled Monument and Grade I Listed Building, and avoidance of undergrounding the NGED 132kV overhead line which would introduce additional temporary effects on land take, habitat, increased traffic and associated noise and air quality emissions. A Project decision has been made to not incorporate the request into the Project's design due to the increased environmental disruptions.	
8.11.60	Consideration should be given to a shorter eastern route, starting at Forewood Lane near Treswell, travelling southeast until east of Stokeham then going				X	National Grid has reviewed the request for a shorter eastern route starting at Forewood Lane near Treswell to High Marnham. The proposed alignment would result in the historic villages of Ragnall, Laneham and Rampton and their buildings being surrounded on two sides by overhead line infrastructure. It would also bring the overhead line closer to the Scheduled Monument of Whimpton Moor, a deserted Mediaeval Settlement as well as other receptors	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	southwest to end location in High Marnham.					including a primary school. The would be an increase in the number of pylons within a flood zone compared with the current design and the introduction of more complicated road crossings requiring significant scaffolding. For these reasons, the proposal has not been incorporated into the design.	
8.11.61	Request that pylons 4AF234 and 4AF235 are relocated west of their proposed placement. This would avoid 'lower lying land which would reduce the visual impact of the pylons. The lower lying land is less agriculturally productive and has not been commercially farmed for many years.				X	National Grid reviewed the request to move pylons 4AF234 and pylon 4AF235 west of their current positions. The decision was made not to implement this change due to the introduction of additional environmental impacts, the requirement for a pylon height increase and the associated visual impacts, which can be avoided, and the engineering complexity associated with the movement of the pylons closer to North Beck. The current location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, including those of ecological value, where practicable. Commitments relating to ecological protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	
8.11.62	Request to remove environmental planting proposed, equidistant between pylon 4AF234 and pylon 4AF235 (to the east). Suggestion to move planting to the lower-lying valley and reoriented in a north-south direction which				X	National Grid reviewed the request to remove environmental planting near to pylon 4AF234 and pylon 4AF235. The area of proposed mitigation planting has been relocated as per the request to the western field boundaries in a north to south orientation, whilst meeting the landowners request to reduce impact on commercial fields, the planting is still able to achieve its mitigation.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	would reduce impact on adjacent commercial fields. The current east-west orientation of the planting would significantly impact agricultural productivity on the adjoining fields by restricting sunlight and airflow.						
8.11.63	Suggestion of alternative access point for pylon 4AF234 and pylon 4AF235 further along the field to the west of the same field off of Retford Road. As it is deemed 'more suitable' and significantly safer.				X	National Grid reviewed the request to amend the access point and associated haul road for 4AF234 and 4AF235. Due to the increased proximity to North Beck and additional engineering complexity associated with routeing the access closer to the overhead line in this location it was not possible to implement the request into the Project's design.	
8.11.64	Objection to use of landowner's land for planting mitigation. Requests made that it is relocated to a more appropriate location adjacent to the overhead line route due to impact on land value.			X		National Grid reviewed the request to remove environmental planting near to pylon 4AF234 and pylon 4AF235. The area of proposed mitigation planting has been relocated as per the request to the western field boundaries in a north to south orientation, whilst meeting the landowners request to reduce impact on commercial fields, the planting is still able to achieve its mitigation.	X
8.11.65	Request for the proposed route to be moved to the			X		National Grid has reviewed the request for the proposed route to be moved to the west of North Wheatley and for overhead lines to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	west of North Wheatley. This would require a change in direction at a point prior to the West Burton STEP site, potentially prior to Route Section 10 to alleviate impact on operations at West Burton Power Station. Request for overhead Lines to cross highways (e.g. A631) at the maximum height as Abnormal Indivisible Loads need to be delivered to a project site.					cross highways (e.g. A631) at the maximum height to support abnormal indivisible load deliveries in the area. A route in this location was considered and discussed in **Application Document 7.18 Corridor Preliminary Routeing Siting Study** presented at statutory consultation. Corridor sections C2-C1-link-a, C2-C1-link-b and C2-C1-link-c were not considered to be the most appropriate route for the Project. This option provided benefits from a landscape and visual perspective as it avoided the Trent Valley and the potential cumulative interactions with existing overhead lines. However, there would be potential for landscape and visual impacts on settlements along the Link, particularly due to the presence of the higher ground to the east of Retford. Routeing would be constrained by settlements to the north-east of Retford and between Askham and Upton, which is on higher land and would likely result in greater visual prominence of the overhead line. In addition, routeing would potentially impact upon users of the Chesterfield Canal / Cuckoo Way recreational path. This option would also result in an additional length of overhead line. The Project will cross all highways in accordance with the **Application Document 7.4 Outline Construction Traffic Management Plan**, with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan prior to construction.	
8.11.66	Request to move pylon 4AF228 west of Lea Beck away from footpath 26 to reduce visual impact on those using the footpath.				X	National Grid has reviewed the request to move pylon 4AF228 west of Lea Beck away from footpath 26. This request was not implemented into the design due to increased impact on residential and commercial receptors. Movement of pylon 4AF228 would subsequently bring the overhead line in close proximity to Treswell Wood SSSI and Cowsland Strip Local Wildlife Site and would place the pylons on higher ground impacting the visual setting for North Leverton Windmill.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.67	The route north bound to the east of East Drayton should be moved east and run to be east of specified property down to another specified property (south of East Drayton) to avoid a proposed solar project.			X		National Grid considered the request to route the overhead line to the east of a specified property and past another specified property. Following an initial triage, this request was rejected due to that the overhead line would be in close proximity to East Drayton and potentially oversail properties there.	
8.11.68	The route north bound to from Gibraltar Farm should be pushed further eastwards and run closer to specified properties and land to avoid a proposed solar project.			X		National Grid considered the request to move the overhead line eastwards. This change was not incorporated into the design due to the increased proximity of the overhead line to residential properties and additional impacts on commercial receptors.	
8.11.69	Requests that pylon 4AF250 is moved to an adjacent arable field owned by their neighbour, which would result in a straighter route. This is to reduce impact on farmland/business Respondent suggests a 'Plan B' to move the pylon to another one of their arable fields adjacent to the "stud fields" but this would			X		National Grid considered the request to reroute the overhead line in accordance with both alternative options presented by the consultee in priority order. The first option was not incorporated into the Project design due to the transfer of additional effects on a third party developer which can be avoided with the current design. The second request was also not taken forward due to the technical difficulties of introducing multiple tension pylons into the route and the increased the proximity of the route to the community of Darlton and the Grade II* listed St Giles Church. There is also greater potential to impact on the woodland strip immediately east of 4AF25 which can be avoided through the current design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	require other pylons to also be re-aligned. The respondent does not provide the exact location on the alternative field. This proposal was suggested to reduce impact on farmland/business.						
8.11.70	Request to route the overhead Line parallel to Millfield Road which is an unused track better suited for the pylon route 4AF225 south to pylon 4AF230 to reduce impact on people and safety.				X	National Grid has reviewed the request to route the overhead line parallel to Millfield Road which is an unused track better suited for the pylon route 4AF225 south to pylon 4AF230. This request was not implemented into the design due to increased impact on residential and commercial receptors. The movement would subsequently bring the overhead line in close proximity to Treswell Wood SSSI and Cowsland Strip Local Wildlife Site and would place the pylons on higher ground impacting the visual setting for North Leverton Windmill.	
8.11.71	Request for a change in direction of the overhead Line at Treswell to route past the eastern side of Rampton Hospital instead of on its western side which is currently proposed. Travelling south. The route would pass Stokeham and ensure to avoid Laneham Fishing Lakes to the southeast of the village			X		National Grid has reviewed the request for a change in direction of the overhead line at Treswell to route past the eastern side of Rampton Hospital instead of on its western side which is currently proposed. The decision was made to reject this change due to additional impacts on residential and commercial receptors, greater setting effects on North Leverton Windmill and increased technical complexity.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	(Laneham Rd, Laneham DN22 0FE). The requested route would continue southwards to approach the A57, ensuring it avoids Whimpton Moor located further east along the A57. This would enable a diversion from the airfield to enable flight safety.						
8.11.72	Request for overhead line routeing past East Drayton to be moved entirely to the east, closer to the existing overhead line which runs east of Laneham to reduce visual impact and to align with existing overhead line.			X		National Grid reviewed the primary request to move the section of the overhead line which passes East Drayton to the east, so that it is closer to the existing overhead line east of Laneham. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Within Route Section 10 it has not been possible to route in close parallel with the existing overhead lines. Taking into account the feedback received at non statutory consultation National Grid reviewed previous work, which led to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which National Grid refer to as the eastern corridor. An eastern route within the Trent Valley in Route Section 10 was assessed and reviewed as part of a localised consultation held in July 2024. Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor was carried out concluding that routeing the overhead line in the eastern corridor brings environmental, lands and technical constraints which add complexity to the Project and risk National Grid's ability to fulfil their duties and obligations. Notably, due to the constraints within	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the eastern corridor a close parallel for the length of the overhead line in this section was not feasible and the visual benefits arising from this could not be achieved, rather there was risk of wirescape. A project decision was made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment as presented at statutory consultation. Appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in **Application Document 7.19 Supplementary Corridor and Routeing Report** and our overall decision on the preferred corridor is set out in **Application Document 7.20 Design Development Report 2025.**	
8.11.73	Request for realignment of pylon 4AF237 to pylon 4AF242. Instead of travelling directly south from pylon 4AF236 (National Grid proposed route), the requested route diverts from this in a southwest direction. It continues straight until reaching a point located just above Retford Road. At this point, the requested route deviates southeast, overpasses Retford Road and continues until reaching the National Grid's			**X**		National Grid reviewed the request to realign pylons from 4AF237 to 4AF242 to overpass Retford Road further west. This request was not incorporated into the design due to the introduction of uneven and large pylon spans leading to increased pylon heights, technical complexity and visual impacts on residential properties.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	current proposed position for pylon 4AF243.						
8.11.74	Request for realignment of pylon 4AF239 to pylon 4AF242. Instead of travelling in the south-southeast direction from 4AF238 (National Grid proposed route), the requested route Option 2 Position B illustrates a change in direction south-southwest. After overpassing Retford Road, a change in direction southeast would link the requested route back onto the National Grid proposed route at pylon 4AF243. This requested route is similar to Position B but at a tighter angle relative to travelling directly south. This would position pylons on lower ground to lessen visual impact.			X		National Grid reviewed the realignment of pylons 4AF239 to 4AF242. This request was also not incorporated into the design due to the introduction of uneven and large pylon spans leading to increased pylon heights, technical complexity and visual impacts on residential properties.	
8.11.75	Request to position pylons occupying demarcated land (by red boundary) on field			X		National Grid reviewed the request of the consultee to position pylons proposed on their land to their respective field boundaries. With regard to pylon 4AF240 and pylon 4AF242, these movements have been accepted into the Project's design. Movement of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	boundaries where possible, although it is not specified which boundaries for which pylons, this likely refers to pylon 4AF239 to pylon 4AF240 and pylon 4AF242 this would position pylons on field boundaries.					4AF239 was also considered but was deemed inadmissible due to the movement introducing uneven spans between pylons.	
8.11.76	Pylon 4AF203 needs to be moved 41m in an easterly direction to the field boundary to support agricultural practice Pylon 4AF204 needs to be moved 27m in an easterly direction to the field boundary to support agricultural practice.				X	National Grid reviewed the requests to alter the positioning of pylons 4AF203 and 4AF204. Following assessment, this request was partially accepted. Pylon 4AF204 has been repositioned eastwards towards the field boundary, but the movement of pylon 4AF203 has not been possible due to the effect this would have on increasing pylon height.	
8.11.77	Request for an alternative overhead line route between pylon 4AF224 and 4AF230. Instead of travelling further southeast from pylon 4AF224 and pylon 4AF225 and then directly south, the proposed alternative route directly south from 4AF224.			X		National Grid considered the request to provide an alternative route for pylons 4AF224 to 4AF230, so that overhead line routes directly south from pylon 4AF224. The request would bring the overhead line onto higher ground increasing the visibility of the pylons within the wider landscape and from North Leverton Windmill, a Grade II listed building. The change requested would also bring in receptors further to the west which would not currently be affected by the Project. In addition the alignment would be brought in closer proximity to the north of Treswell Wood SSSI and Cowsland Strip LWS and would also result in a greater overall tree	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Pylon 4AF225 would be moved slightly southwest, with the following pylons routeing directly south in line with pylon 4AF225. Specifically, the respondent requests that pylon 4AF227 is located in an isolated triangular area of a specified field. Having reached pylon 4AF229 (proposed slightly west of its current position), the route should divert southeast to rejoin the National Grid's current proposed route at pylon 4AF230. The respondent also suggests Wood Lane for access to the respondent's proposed overhead line route alignment. These changes would reduce impact on land, reduce visual and landscape impact (height reduction) and reduce impact on walkers.					loss. For these reasons the request has not been incorporated into the Project's design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.78	Request that instead of using the Blue Bell Wood public footpath, the Project uses Wood Lane north to pylon 4AF224 from pylon 4AF231. This would reduce the visual impact of pylons positioned north on high ground and reduce the impact on a local beauty spot.				X	National Grid has reviewed the request instead of using the Blue Bell Wood 6x pear trees public footpath, could use Wood Lane north to pylon 4AF224 from pylon 4AF231. The request would bring the overhead line onto higher ground increasing the visibility of the pylons within the wider landscape and from North Leverton Windmill, a Grade II listed building. The change requested would also bring in receptors further to the west which would not currently be affected by the Project. In addition the alignment would be brought in closer proximity to the north of Treswell Wood SSSI and Cowsland Strip LWS and would also result in a greater overall tree loss. For these reasons the request has not been incorporated into the Project's design.	
8.11.79	Request for the gap between indicative zone for permanent assets and the zone for construction, operation and maintenance to be reduced.				X	National Grid has reviewed the request and through design optimisation have reduced the land take in this location as a result this change has been accepted.	X
8.11.80	Request that hedges should be trimmed down to allow for better visibility crossing the road but not to be removed for that purpose. They understand that the hedges will need to be removed for Bellmouths and a temporary construction road.				X	National Grid has reviewed the request that hedges should be trimmed down to allow for better visibility crossing the road but not to be removed for that purpose. The request has been accepted.	X

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.81	Request for route change to avoid a proposed solar development. Request is for route realignment between pylon 4AF232 and pylon 4AF238 involving movement further west in the original graduated swathe in the Design Development Report. The respondent's preferred route passes outside/west of Ashley Lane, rather than across it travelling directly south. The route continues straight in a southwest direction, passing far to the left of a specified property, rather than adjacently on its right side (between Rampton Hospital). Instead of oversailing specified land and property and Dolegate Road the route continues across farmland (after intersecting with Main Street) in a southwest direction before changing			X		National Grid has reviewed the request is for route realignment between pylon 4AF232 and pylon 4AF238 involving movement further west in the original graduated swathe in the **Application Document 7.20 Design Development Report 2025**. The decision has been made not to accept the change due the additional overhead line length and pylons required, the increased proximity to Treswell Wood SSSI and residential properties and increased visual impacts due to the additional tension pylons required.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	direction southeast and skirting the left-most boundary of the proposed solar farm. This would reduce the impact on the village and planned development.						
8.11.82	Request to reposition pylons in view from specified property "to the east of the property". Moving to the east of the property would not seriously "impact the vista of the windmill" which implies the request would involve realignment of the overhead Line at least beyond Mill Lane (to its east) outside of the Deeds of Lands. This would involve a change in the route direction prior to Caddow Wood farmland however this change is unspecified.			X		National Grid has reviewed the request to reposition pylons around pylon 4AF220. This change has not been incorporated into the design as the alignment in this area has been designed to mitigate visual impacts on North Leverton Windmill. Acceptance of this change would also increase visual impacts on North and South Leverton and introduce an additional tension pylon and therefore technical complexity.	
8.11.83	Proposed pylon 4AF222 is located on farmland at specified farm. Request made to locate the pylon			X		National Grid reviewed the request to relocate pylon 4AF222 to the field corner. This change has not been incorporated into the Project's design due to the movement introducing uneven spans	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	as close to the field corner as possible to minimise loss of productive farmland. This would reduce the impact on productive farmland and farming operations. Proposed pylon 4AF206 is located on farmland at specified farm and will have an impact on farming operations. it is requested to be located as close to field corners or boundaries as possible. This would reduce interruption to productive farmland.					between pylons requiring increased pylon heights which is not favourable in the settling of North Leverton Windmill. National Grid reviewed the request to locate pylon 4AF206 as close to the field corners or boundaries as possible. This change has been rejected due to the requirement of a buffer being maintained between the pylon and a mature tree belt and woodland block.	
8.11.84	Request to move pylon 4AF205 southwest to sit directly along field boundary. This would minimise both visual and physical impact, and support the continuation of modern efficient agricultural practices by maintaining clear access for machinery and maximising use of arable land.			X		National Grid considered the request to relocate pylon 4AF205 to the southwestern field boundary. It was not possible to include this change due to the subsequent greater environmental impacts.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Ecology and Biodiversity							
8.11.85	Concern about construction impact on habitats in South Leverton area.				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, has sought to avoid and reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The Environmental Statement (ES) considers effects of the Project on protected and notable habitats and species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** provides an assessment of the effects that the construction and operation of the Project is likely to have on important ecological receptors. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. The assessments were informed by a suite of ecological surveys which commenced in 2023. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** The majority of the proposed works around South Leverton impact areas of arable land which are of relatively low ecological value. A	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						mitigation planting area is proposed to the west of South Leverton, with a view to extend an area of existing woodland and improve habitat connectivity.	
8.11.86	Concern about construction impact on protected species (bats). Concern about impact on badger habitat and wildlife ponds (in South Leverton).			X	X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of the existing natural environment and, where practicable, sought to reduce impacts on sensitive ecological features, including protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify protected species, including bat and badger surveys. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. The methods and results of the bat surveys that have been carried out for the Project are provided in **Application Document 6.8.A7 Environmental Statement Appendix 8.7 Bat Roost Report** and **Application Document 6.8.A8 Environmental Statement Appendix 8.8 Bat Activity Report**. No bat roosts have been identified in trees that would potentially be impacted by the Project in the South Leverton area as of May 2026, however surveys are continuing in 2026 to inform the Project and the results will be included in addendum report which will be made available through the PINS website once published. Should a roost be located, appropriate mitigation will be applied. The methods and results of the badger surveys carried out for the Project are presented in **Application Document 6.8.A5 Environmental Statement**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Appendix 8.5 Badger Report (Confidential), owing to the protected status of this species this report is not publicly available but has been shared with relevant stakeholders such as Natural England to enable their evaluation of the Project. Detailed mitigation and the good practice measures to reduce effects on the environment can be found **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to protected species, such as avoidance of habitat important to species such as bat and badger, where practicable. These measures, which includes the retention and protection of ponds, are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures relevant to the control and management of the effects on protected species (including bats and badger) include compliance with protected species legislation and obtaining the appropriate licences from Natural England for all works affecting protected species as identified by the Environmental Statement and through pre-construction surveys. All applicable works will be undertaken in accordance with the relevant requirements and conditions set out in those licences.	
8.11.87	Concern about construction impact on wildlife in South Leverton and West Leverton.				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, has sought to avoid and reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, through avoidance or mitigation. As the route became	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The Environmental Statement (ES) considers effects of the Project on protected and notable habitats and species (ecological receptors), including hazel dormouse, and identifies where further mitigation and licensing is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** provides an assessment of the effects that the construction and operation of the Project is likely to have on important ecological receptors. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. The assessments were informed by a suite of ecological surveys which commenced in 2023 and have continued up to submission, with those not reported in the ES to be provided as addendums during the DCO examination period. The data presented in the addendum is supplementary providing additional detail on matters which have been assessed. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** The majority of the proposed works around South Leverton impact areas of arable land which are of relatively low ecological value. A mitigation planting area is proposed to the west of South Leverton, with a view to extend an area of existing woodland and improve habitat connectivity as further described in and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.88	Ecological surveys need to take place / Need to survey ecology, wildlife and habitats of the area.				X	Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and where practicable, sought to reduce impacts through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. In section 10 this included surveys for hazel dormouse, great crested newt, bats, badger, water vole, otter and birds. The data have informed the assessment of effects on important ecological features which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and the associated technical appendices. Detailed mitigation and the good practice measures that will be implemented to reduce effects on important ecological features can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects on ecology and biodiversity. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.11.89	Concern about impact on ancient woodland / woodland areas, including Treswell Wood, Eaton Wood and			X	X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on biodiversity and in particular features of high ecological value, such as ancient woodland (mapped on the Ancient Woodland Inventory) and veteran trees. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Gamston Wood near Retford.					the process of routeing has been able to take account of existing woodland and, where practicable, seeks to reduce impacts through avoidance or mitigation. **Application Document 7.13 Arboricultural Impact Assessment** (AIA) has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses. The findings of the AIA are used in the assessment presented in section 8.9 of **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. In addition, embedded measures are those that are intrinsic to and built into the design of the Project. Measures of relevance to ancient woodland include a standard 15 m buffer from construction activities, which in Route Section 10 applies to Treswell Wood. Eaton Wood and Gamston Wood are both over 3 km from the Order Limits and therefore will not be impacted by the Project either directly or indirectly. Proposed mitigation and good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Treswell Wood is a Site of Special Scientific Interest (SSSI), a Local Wildlife Site (LWS), and a Nottinghamshire Wildlife Trust Reserve. The SSSI is designated because it is one of the best examples of an ash, oak and maple wood in Nottinghamshire**.** The Project has identified land adjacent to Treswell Wood as suitable for delivering voluntary Biodiversity Net Gain (BNG) (a BNG Opportunity Area) and has included this land within the draft Order Limits which can be found in **Application Document 2.3 Land Plans – Section E Sheets 11 and 12**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Delivering voluntary BNG on this land would provide a buffer to the SSSI. Buffering[44] is an established approach that protects areas of highest wildlife value from impacts of surrounding, less-friendly land uses. This also presents the opportunity to provide habitat connectivity and an extended habitat for wildlife, including successfully reintroduced dormouse at Treswell Wood, as well as landscape enhancement and potentially other societal benefits. This benefit is in line with the Overarching National Policy Statement for Energy (EN-1) which advises developments on delivery of wider environmental gains and benefits. The Project proposes to deliver a minimum of 10% BNG, with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**. The boundary of Treswell Wood LWS is adjacent to the Order Limits (and the BNG Opportunity Area), however the boundaries of the SSSI and Wildlife Trust Reserve slightly overlap with the Order Limits, owing to the Order Limits following landownership boundaries. The Project has committed to no works being undertaken within the boundary of Treswell Wood SSSI (and hence the Wildlife Trust Reserve) as set out in **Application Document 7.3 Register of Environmental Actions and Commitments**. Treswell Wood lies approximately 0.18 kilometres (km) west of areas of the Order Limits in which construction works will occur.	

[44] Buffering core areas is one of the 'Lawton Principles' as set out in Lawton, J.H., et al. (2010) *Making Space for Nature: A review of England's wildlife sites and ecological networks, a report to Defra*.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.90	Concern about impact on bees/ honeybees, including wild honeybee colonies in two trees near Pylon 4AF226 and apiary at private property. Concern about the negative impact on bees kept by resident near Retford Road.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid ecologically sensitive features as far as reasonably practicable to reduce impacts on local conservation areas and wildlife sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and a suite of ecological surveys has been undertaken to identify designated sites, notable habitats and areas supporting protected species (including great crested newt and badger). The data have informed the assessment of effects on important ecological features, which are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. The assessments have considered relevant international, national and local statutory designated sites as well as local non-statutory wildlife sites. National Policy Statement (NPS) EN-5 sets out the UKs requirements on EMFs exposure from electricity assets, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels. **Application Document 7.11 Electric and Magnetic Field Compliance Report** is submitted with the application for development consent to demonstrate compliance with the EMF requirements of NPS EN-5. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in NPS EN-5 which states: *"There is little evidence that exposure of crops, farm*	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. There does not seem to be other evidence of EMFs or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures as set out in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments** will avoid any potential effects.	
8.11.91	Concern about impact on flora/ plants in South Leverton.				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity and where practicable, has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify protected and notable habitats, flora and fauna within the Project Study Area. The data have informed the assessment of effects on important ecological features, which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Around the South	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Leverton area, the Project will predominantly impact arable land, of relatively low ecological value. Detailed mitigation and the good practice measures that will be carried out to reduce effects on important ecological features can be found in the **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. A mitigation planting area is proposed to the west of South Leverton, with a view to extend an area of existing woodland and improve habitat connectivity as further described in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.11.92	Impact on local wildlife sites in South Leverton.				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on local wildlife and conservation areas, including sites that are not formally designated. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on ecological sensitivity including local conservation areas and wildlife sites, through avoidance or mitigation. The project design has sought to avoid direct overlap of the Order Limits with designated sites wherever possible, to eliminate the potential for direct impacts upon them. The closest designated site to South Leverton is Ashton's Meadow Site of Special Scientific	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Interest (SSSI), which is also a Local Wildlife Site (LWS) and a Wildlife Trust Reserve, this is located 800 m from the Order Limits and will not be directly or indirectly impacted by the Project. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features, which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**; and in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and the associated technical appendices. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** These include the retention and enhancement of existing habitats (where practicable), creation of new habitats to compensate for temporary or permanent losses, sensitive scheduling of construction to avoid ecologically sensitive periods, management of construction activities to minimise disturbance dust and run off.	
8.11.93	Nature reserve near Ash Holt and Caddow Wood needs to be considered.			**X**		Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing natural environment and, where practicable, has sought to reduce impacts on important ecological features, including nature reserves, through avoidance or mitigation.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape Environmental Management Plan.** Design measures embedded into the Project that would avoid or reduce effects to ecology and biodiversity are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments.** The project design has sought to avoid direct overlap of the Project Boundary with designated sites wherever practicable, to eliminate the potential for direct impacts upon them. Although Caddow Wood LWS has been avoided in the main, there may be a requirement to trim the edge of the woodland to the east where it is close to a stinging area for pylon 4AF220. The Project requires access through woodland at Ash Holt, however, an existing access through the woodland will be utilised to minimise disturbance to this habitat.	
8.11.94	Concern about impact on birds/ breeding birds, including game birds and birds of prey (including				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ornithology and migration paths. Environmental appraisal has been an integral part of the Project design from the outset, which has	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	kites) in North and South Leverton, and Treswell.					meant that the Project has been able to take account of existing bird activity and, where practicable, seeks to reduce impacts on areas of sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. Assessment of impacts on birds and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data, which includes the results of breeding bird surveys and detailed desk study. The assessments are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology.** National Grid has engaged with Natural England, the RSPB and Local Authorities on aspects relating to ornithology, including appropriate mitigation measures and techniques. Meetings have been held with Nottinghamshire Wildlife Trust on specific topics and information requests. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice (CoCP)** and the **Application Document 7.4 Landscape and Ecology management plan (LEMP).** Species-specific surveys for breeding red kite and other breeding species have been carried out across the entire Project route and third-party data for Treswell Wood has been included in the baseline underpinning the assessments presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology.**	
8.11.95	Concern about impact on SSSI, including Treswell Wood.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites including SSSIs, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and a suite of ecological surveys has been undertaken to identify protected sites and notable habitats and species. The data have informed the assessment of effects on biodiversity and the findings are presented within **Application Document 6.8 Ecology** and **Application Document 6.9 Ornithology**, and supporting appendices. Embedded measures to eliminate or reduce effects are those that are intrinsic to and built into the design of the Project. These are presented in **Application Document 6.4 Description of the Project**. Measures of relevance to the protection of SSSIs include the application of appropriate stand off distances from SSSI in Section 10 in the Order Limits where practicable. Treswell Wood is a Site of Special Scientific Interest (SSSI), a Local Wildlife Site (LWS), and a Nottinghamshire Wildlife Trust Reserve. The SSSI is designated because it is one of the best examples of an ash, oak and maple wood in Nottinghamshire**.** The Project has identified land adjacent to Treswell Wood as suitable for delivering voluntary Biodiversity Net Gain (BNG) (a BNG Opportunity Area) and has included this land within the draft Order Limits which can be found in **Application Document 2.3 Land Plans – Section E Sheets 11 and 12**. Delivering voluntary BNG on this land would provide a buffer to the SSSI. Buffering[45] is an established approach that protects areas of highest wildlife value from impacts of surrounding, less-friendly	

[45] Buffering core areas is one of the 'Lawton Principles' as set out in Lawton, J.H., et al. (2010) *Making Space for Nature: A review of England's wildlife sites and ecological networks, a report to Defra*.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						land uses. This also presents the opportunity to provide habitat connectivity and an extended habitat for wildlife, including successfully reintroduced dormouse at Treswell Wood, as well as landscape enhancement and potentially other societal benefits. This benefit is in line with the Overarching National Policy Statement for Energy (EN-1) which advises developments on delivery of wider environmental gains and benefits. The Project proposes to deliver a minimum of 10% BNG, with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**. The boundary of Treswell Wood LWS is adjacent to the Order Limits (and the BNG Opportunity Area), however the boundaries of the SSSI and Wildlife Trust Reserve slightly overlap with the Order Limits, owing to the Order Limits following land ownership boundaries. The Project has committed to no works being undertaken within the boundary of Treswell Wood SSSI (and hence the Wildlife Trust Reserve) as set out in **Application Document 7.3 Register of Environmental Actions and Commitments**. Treswell Wood lies approximately 0.18 kilometres (km) west of areas of the Order Limits in which construction works will occur. Other SSSI in Route Section 10 (Ashton's Meadow, Clarborough Tunnel, Castle Hill Wood, Gamston Wood and Eaton Wood, as well as roadside verges) are all greater than 600 m from the Order Limits.	
8.11.96	Concern about the impact on 6 protected				X	National Grid reviewed the request to reroute the overhead line in a westerly direction to the other side of Blue Bell wood and Lee Beck to remove impact on six protected pear trees. The decision	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	pear trees along Rectory Road.					has been made not to implement the change on the basis that the suggested reroute would be in closer proximity to and include construction access through Treswell Wood which is a Site of Special Scientific Interest (SSSI). The Project has followed the mitigation hierarchy of avoidance first, as a nationally designated site protected for its ecological value. Following a review of Local Planning Authority records on Tree Preservation Orders (TPO), no TPO covers the six pear trees. **Application Document 7.13 Arboricultural Impact Assessment (**AIA) has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses.	
8.11.97	Concern about the impact on the Hazel Dormouse in Treswell Wood, Eaton Wood and Gamston Wood near Retford.				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. The design of the Project has achieved a route that eliminates any overlap of the project boundaries with the SSSIs within Route Section 10, including Treswell Wood. Both Eaton Wood and Gamston Wood are over 3 km from the Order Limits and will therefore not be impacted by the Project. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify protected species, including hazel dormouse. The methods and results of the hazel dormouse surveys can be found in **Application Document 6.8.A9 Environmental Statement Appendix 8.9 Hazel Dormouse Report**. The data have informed	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to protected species. These measures are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures relevant to the protection of hazel dormouse include compliance with protected species legislation and obtaining the appropriate licence from Natural England for all works affecting potential hazel dormouse habitat as identified by the ES and through pre-construction surveys. All applicable works will be undertaken in accordance with the relevant requirements and conditions set out in the license. There are a number of locations where mitigation planting is proposed in Route Section 10, which are strategically placed to link to existing habitats and can be tailored to be of benefit for dormouse. Habitats which are temporarily lost during construction e.g. sections of hedgerow, will be reinstated using species such as hazel which is a food source for hazel dormouse, with existing gaps in hedgerows used for access wherever practicable. Treswell Wood is a Site of Special Scientific Interest (SSSI), a Local Wildlife Site (LWS), and a Nottinghamshire Wildlife Trust Reserve. The SSSI is designated because it is one of the best examples of an ash, oak and maple wood in Nottinghamshire**.** The Project has identified land adjacent to Treswell Wood as suitable	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						for delivering voluntary Biodiversity Net Gain (BNG) (a BNG Opportunity Area) and has included this land within the draft Order Limits which can be found in **Application Document 2.3 Land Plans – Section E Sheets 11 and 12**. Delivering voluntary BNG on this land would provide a buffer to the SSSI. Buffering[46] is an established approach that protects areas of highest wildlife value from impacts of surrounding, less-friendly land uses. This also presents the opportunity to provide habitat connectivity and an extended habitat for wildlife, including successfully reintroduced dormouse at Treswell Wood. The Project proposes to deliver a minimum of 10% BNG, with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**. The boundary of Treswell Wood LWS is adjacent to the Order Limits (and the BNG Opportunity Area), however the boundaries of the SSSI and Wildlife Trust Reserve slightly overlap with the Order Limits, owing to the Order Limits following land ownership boundaries. The Project has committed to no works being undertaken within the boundary of Treswell Wood SSSI (and hence the Wildlife Trust Reserve) as set out in **Application Document 7.3 Register of Environmental Actions and Commitments**. Treswell Wood lies approximately 0.18 kilometres (km) west of areas of the Order Limits in which construction works will occur. Consultation with Nottinghamshire Wildlife Trust in specific regard to Treswell Wood and Hazel Dormouse, including	

[46] Buffering core areas is one of the 'Lawton Principles' as set out in Lawton, J.H., et al. (2010) *Making Space for Nature: A review of England's wildlife sites and ecological networks, a report to Defra*.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						habitat requirements and reinstatement, has been undertaken by the Project.	
8.11.98	Concern about impact on wildlife habitat to the east side of Lea Beck (Treswell).				X	Through sensitive routeing and siting National Grid has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**; and, for birds and ornithology these are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and supporting appendices. Mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and the **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Habitats immediately surrounding Treswell are outside of the Project Order Limits and will not be impacted. To the west of Treswell, Lea Beck will be temporarily crossed during construction of the Project by the haul road. Habitats temporarily impacted would be reinstated post construction, with the exception of trees that cannot be replaced due to the operational requirements of the proposed overhead line.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.99	Concern about impact on wildlife at Westholme, Retford Road.			X		Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and where practicable, sought to reduce impacts through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on biodiversity and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and, for birds and ornithology these are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and supporting appendices of the Environmental Statement. Mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**.	
Economic							
8.11.100	Taking the more direct route in South Leverton would be cheaper and should be chosen.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. Notably routeing in this area has had consideration of the grade II* listed North Leverton Windmill. Informed by feedback from local communities, Historic England and from Cultural Heritage Advisors	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(Archaeological Advisors and Conservation Officers) to the relevant local planning authorities, the overhead line in this location has been routed to mitigate impacts on the setting of the grade II* listed North Leverton Windmill and Grade II listed Windmill Cottage. The design in this area has also had to take into account interactions with proposed solar developments, railway crossings to the north and aviation interests to the south.	
Environment							
8.11.101	Criticism of the lack of assessments that led to routeing in relation to Treswell and South Leverton.				X	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. The findings and justifications for the selection of the corridor which has been selected for the route alignment was presented within the Corridor Preliminary Routeing and Siting Study (CPRSS) (2023), and the Supplementary Corridor Routeing Report (SCRR) (2024). However, as part of the consultation process National Grid sought feedback on our work to date to identify where the proposed reinforcement might be located and reviewed our assessments and assumptions throughout the design process. The level of detail presented during the stage one non-statutory consultation and statutory consultation was proportionate to the Project's status and stages of the iterative design process. This information was based upon desk-based reviews and assessments. As the Project's design progressed, a detailed environmental baseline was collected to enable the undertaking of the Environmental Impact Assessment (EIA). This includes but is not limited to, a range of seasonal surveys on habitats and species, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing landscape character. This approach is compliant with our statutory	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals.	
Health, Safety and Security							
8.11.102	Concern that pylon 4AF226 will have a detrimental effect on livestock.			X	X	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. The UK has set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals and wildlife have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences. The Application is supported **by Application Document 7.11 Electric and Magnetic Field Compliance Report**.	
8.11.103	Further studies on impact on health/ health and safety assessment should be undertaken.	X				As part of the development of the overhead line route, National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						requirement for this development and is strictly regulated, and a wide range of environmental subjects have been taken into consideration as part of this process. The human health and wellbeing assessment as part of the EIA for the Project assessed the health effects for residents and employees within close proximity to the area, Research into the potential health effects of electric and magnetic fields (EMF) has been carried out for decades and National Grid look to independent authoritative review bodies such as the UK Health Security Agency to review that science and for Government to advise on appropriate protective measures based on the outcomes of these reviews. Summaries of the scientific evidence and review body outcomes are provided in **Application Document 7.11 Electric and Magnetic Field Compliance Report**. These review processes consider the totality of the scientific evidence, rather than being based on selected individual studies, though all relevant individual studies are taken into account. It is important to note that after decades of research into EMFs and health, no health effects have been established below the Governments adopted exposure limits. The UK Health Security Agency and Department of Health are responsible for ensuring that current guidelines and policies are reflective of the body of scientific research and provide adequate protection against EMFs. UKHSA continues to monitor the evidence applicable to exposure to power frequency electric and magnetic fields and have confirmed it will update its advice as necessary. The UK Government's latest policy on EMFs as it relates to new electricity infrastructure is set out in National Policy Statement EN-5 (NPS EN-5) which was reissued in December 2025. This latest policy contains no material changes to those issued in 2023 and is reflective of the measures Government and their public health experts considered appropriate. National Grid will ensure that all	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment. Evidence of compliance with EMF guidelines is submitted as **Application Document 7.11 Electric and Magnetic Field Compliance Report**.	
8.11.104	Concern about impact on mental health and wellbeing for residents in Route Section 10 from visual impacts, noise and loss of access to local footpaths and the countryside, in South Leverton, East Drayton, and North and South Wheatley. Concern about impact on mental health and wellbeing due to multiple infrastructure projects in the Sturton le Steeple area.	X			X	National Grid recognise that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the project National Grid has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the project has progressed, National Grid has sought to provide certainty on the plans wherever possible. All of the consultations have included easily accessible information on the plans at that stage, along with opportunities to engage directly with the Project team (such as via webinars and public exhibitions). Where appropriate, National Grid has tailored this approach to suit the needs of individuals, such as by offering home visits or individual meetings. Despite this, National Grid acknowledge that they cannot respond positively to every request to change the proposals that they receive, and that some will disagree with the decisions made. An Environmental Impact Assessment (EIA) has been undertaken to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						assess the impact of the Project on both mental and physical health, including as a result of visual, noise, and transport modes, access and connections impacts. The assessment draws upon the residual assessment in the relevant technical chapter. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses no significant adverse residual effects on health for all determinants, including noise and transport modes, access and connections impacts, including in South Leverton, East Drayton, and North and South Wheatley.	
8.11.105	Concern about impact on people with learning disabilities who use lanes around Treswell for daily walks.				X	National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. **Application Document 6.18 Health and Wellbeing** assess the impact on health and wellbeing for both the general population and vulnerable populations, including in Treswell. Vulnerable populations include groups who may have a higher sensitivity to impacts by virtue of factors such as age, ethnicity, economic factors, mental and physical health and disability, sex, and gender, and therefore includes people with learning disabilities. Vulnerable groups are assigned a higher sensitivity level than the general population, which, along with the magnitude of effect, informs the overall level of effect. The effect on health as a result of impacts on the availability, accessibility, and safety of PRoW, active travel networks, and the road network is assessed in the construction phase and is considered to be not significant for both the general population and vulnerable populations. The impact on PRoW, active travel networks, and the road network is scoped out of the operation phase. With regard to concerns relating to access to local footpaths, mitigation measures and suitable diversions have	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						been outlined within **Application Document 7.6 Outline Public Rights of Way Management Plan.** Assessment is also included within **Application Document 7.15 Transport Assessment** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**.	
8.11.106	Concern about impact of the Project on military bases/ RAF bases in relation to technical safeguarding zones define areas and military low flying training.	**X**				As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. Discussions are ongoing with the MOD Defence Infrastructure Organisation (DIO) on the potential impacts of the scheme on MoD technical site safeguarding zones for proposed pylons 4AF213 to 4AF214 and 4AF219 to 4AF220 and military low flying areas. National Grid has provided relevant information to the DIO to allow a full assessment to take place and will continue engagement on this matter.	
8.11.107	Concern regarding the height of construction equipment, including cranes, in relation to the safety of low flying aircraft.	**X**				National Grid will provide information to relevant stakeholders about the location of crane deployments during construction to maintain the safety of aircraft engaging in low flying training activities which would include military low flying activities. **Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction such measures will be secured through Requirement within **Application Document 3.1Draft Development Consent Order.**	
8.11.108	Concern about trespassing on private land during construction, suggestion to notify			**X**		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid seeks to	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	landowner in a timely manner.					obtain voluntary survey access through licences in the first instance, however when reasonable efforts have failed to agreed access National Grid may use statutory powers under the Housing and Planning Act 2016, Section 172. While notices are served, National Grid will continue to work with landowners, agents and other affected parties.	
8.11.109	Concern about safety impacts on local airfields (Headon Airfield, Forwood Farm Aerodrome and Retford (Gamston) Airport)/ pilots/ light aircraft (Darlton Gliding Club).	X			X	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has undertaken a review of airfields within 5 km of the Order Limits as set out in **Application Document 5.9 Design Development Report** and as a result have engaged with Grove Farm Airfield, Forwood Farm Airfield, Headon Airfield and Darlton Gliding Club in this Route Section to explain the impacts that the project will have on each location. Where possible, potential mitigation has been suggested to each airfield and discussions remain ongoing. The alignment routes the new overhead line more than 5 km from the centrepoint of Retford (Gamston) Airport and outside of the airport's prescribed Air Traffic Zone (ATZ). As a result, the impact on Retford (Gamston) Airport has not been considered as part of the aviation assessment.	
8.11.110	Concern about health impacts on livestock/ Concerned for health of animals and wildlife (effects of electric and magnetic fields (EMF), operational noise, etc.) in Section 10.	X			X	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be established. Particular	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						agricultural matters can also be written into voluntary land agreements. The UK has a set of policies for protecting the general public against electric and magnetic fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. As well as possible effects on humans, possible effects of EMFs on various animals have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences." Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on receptors, and the use of a low noise	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						conductor system. A low noise conductor is proposed which will be practicably quiet during operation. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting. Operational noise from the proposed overhead line will be well below the level at which adverse effects on animals, livestock and wildlife are expected.	
8.11.111	Concern that overhead lines are at risk of damage due to high winds from being located on the highest ground near South Leverton, resulting in power outages.				X	Overhead lines are designed to remain generally robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. This is one of the reasons that the majority of the existing National Grid network is made up of overhead lines which are very reliable forms of power transmission.	
Landowner							
8.11.112	Further discussion is required with landowner about granting permanent access over Northfield Lane.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Prior to the use of statutory powers, National Grid will pursue fair and reasonable voluntary agreements with affected landowners, acquiring land and rights in	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						land in accordance with our Land Rights Strategy. The rights obtained through these agreements will be equivalent to the land rights sought by compulsory powers and will fall within one of three acquisition types: freehold acquisition of land, rights and imposition of restrictions in land, and temporary possession. Should National Grid fail to obtain voluntary agreement for the land rights required, National Grid will retain the ability to rely on compulsory acquisition powers to construct the project as designed. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
Landscape and Visual							
8.11.113	Concern about impact on/ enjoyment of areas of beauty/ scenic areas, including North Leverton, South Leverton and Treswell. Concern about impact on encircled villages/ properties in North Leverton, South Leverton and Sturton le Steeple			X	X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects. Impacts on the landscape, are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The visual effects on communities are considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment** which includes detailed assessment of the views from North Leverton, South Leverton and Treswell. As the landscape in this section is more undulating with a higher proportion of mature trees and woodland blocks as	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						compared to other Route Sections, this means that views of the overhead line are more filtered. However, the Project introduces an overhead line in areas which are currently not affected by overhead lines. For North Leverton with Habblesthorpe and Treswell, the proposed overhead line would introduce a new vertical presence into the western part of the community areas, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Even with mitigation planting which is proposed near pylon 4AF220 to filter views of pylon 4AF220 which is a larger tension pylon, a major adverse (significant) effect is reported for both these community areas. The introduction of proposed pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area in the long term and would spread the influence of infrastructure across a wider area within the community area. For South Leverton and Sturton le Steeple, as with the community areas above, the proposed overhead line would introduce a new vertical presence into the western part of the community areas, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Visibility would be restricted from the settlement of South Leverton and Sturton le Steeple by the enclosure of the buildings, landform and vegetation to the west of the villages, with some partial long range views available from the western fringes. For Sturton le Steeple planting is proposed to filter the views of the proposed overhead line along Gainsborough Road for people arriving or leaving Sturton le Steeple and to filter views from properties on Station Road. A moderate adverse (significant) effect is reported in operation of both these communities as the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						proposed overhead line would continue to affect views within and out from the community areas.	
8.11.114	Concern about impact on rural landscape/ urbanisation of rural landscape/ greenspace / countryside/ open landscape in Section 10.	X			X	Through routeing, siting and design National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. The application for development consent is supported by an Environmental Impact Assessment (EIA), which considers effects of the Project on the landscape, and has identified if further mitigation is required during construction and operation. The results of this are presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape.** The assessment of landscape effects considers the effects on landscape character and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. The majority of the landscape of this Route Section falls with Regional Landscape Character Type (RLCT) 4a: Unwooded Vales, the assessment provided in **Application Document 6.6.A3 Environmental Statement Appendix 6.3 Landscape Baseline and Assessment**. Existing pylons are visible to the east along the Trent Valley, but do not detract from the character of the farmland. The pylons on the proposed overhead line would be seen throughout the landscape of this RLCT, affecting the character of views and resulting in loss of scenic quality. Although planting is proposed to ensure the effects on vegetation are mitigated, the assessment of RLCT 4a acknowledges a significant effect on landscape within this Route Section from the presence of the proposed overhead line in a landscape.	
8.11.115	Concern about the impact on setting/ character of South				X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Leverton and Treswell/ Treswell Woods.					carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The assessment of landscape effects considers potential effects on landscape character and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape character and resources are of importance in their own right and are valued independently of whether they are seen by people. The landscape assessment is based on the landscape character types (LCT) and regional landscape character types (RLCT) and incorporates baseline data gathered from **Application Document 6.7 Environmental Statement Chapter 7 Visual, Application Document 6.8 Environmental Statement Chapter 8 Ecology, Application Document 6.9 Environmental Statement Chapter 9 Cultural Heritage** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.** **Application Document 7.2 Code of Construction Practice** contains measures that are relevant to the control and management of impacts to landscape character. The Project has also produced **Application Document 7.8 Outline Landscape and Ecology Management Plan,** which sets out additional measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce effects on landscape character.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The visual effects on communities are considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment** which includes detailed assessment of the views from South Leverton and Treswell including Treswell Woods. As the landscape in this section is more undulating with a higher proportion of mature trees and woodland blocks as compared to other Route Sections, this means that views of the overhead line are more filtered. However, the Project introduces an overhead line in areas which are currently not affected by overhead lines. For South Leverton, the proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Visibility would be restricted from the settlement of South Leverton by the enclosure of the buildings, landform and vegetation to the west of the village, with some partial long range views available from the western fringes. A moderate adverse (significant) effect is reported in operation of both these communities as the proposed overhead line would continue to affect views within and out from the community areas. For Treswell, the proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. The view from Treswell Woods is represented by VP E-26 which is presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**. A major adverse (significant) effect is reported. The introduction of proposed pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area in the long	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						term and would spread the influence of infrastructure across a wider area within the community area.	
8.11.116	Impact on the local landscape and views, including views over the Treswell Woods. Concern about the impact on specifically valued local landscapes of South Leverton and Treswell Woods.	X			X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Where significant landscape effects are anticipated, the assessment identifies areas for potential mitigation as part of an iterative design and assessment process. **Application Document 7.2 Code of Construction Practice** contains measures that are relevant to the control and management of impacts to the landscape. The Project has also produced **Application Document 7.8 Outline Landscape and Ecology Management Plan** sets out additional measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on local landscapes. The assessment of landscape effects considers potential effects on landscape character and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape character and resources are of importance in their own right and are valued independently of whether they are seen by people. The landscape assessment is	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						based on the landscape character types (LCT) and regional landscape character types (RLCT) and incorporates baseline data gathered from **Application Document 6.7 Environmental Statement Chapter 7 Visual, Application Document 6.8 Environmental Statement Chapter 8 Ecology, Application Document 6.9 Environmental Statement Chapter 9 Cultural Heritage,** and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.** **Application Document 7.2 Code of Construction Practice** contains measures that are relevant to the control and management of impacts to landscape character. The Project has also produced **Application Document 7.8 Outline Landscape and Ecology Management Plan,** which sets out additional measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce effects on landscape character. The visual effects on communities are considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment** which includes detailed assessment of the views from South Leverton and Treswell including Treswell Woods. As the landscape in this section is more undulating with a higher proportion of mature trees and woodland blocks as compared to other Route Sections, this means that views of the overhead line are more filtered. However, the Project introduces an overhead line in areas which are currently not affected by overhead lines. For South Leverton, the proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Visibility would be restricted from the settlement of South Leverton by the enclosure of the buildings,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						landform and vegetation to the west of the village, with some partial long range views available from the western fringes. A moderate adverse (significant) effect is reported in operation of both these communities as the proposed overhead line would continue to affect views within and out from the community areas. For Treswell, the proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. The view from Treswell Woods is represented by viewpoint VP E-26, which is presented in **Application Document 6.7.A3 Environmental Statement Appendix 7.3 Viewpoint Assessment**. A major adverse (significant) effect is reported. The introduction of proposed pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area in the long term and would spread the influence of infrastructure across a wider area within the community area	
8.11.117	Concern about impact on viewpoints in East Drayton, South Leverton and North Leverton.			X	X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The visual effects on communities are considered in **Application Document 7.4 Appendix 7.4 Visual Baseline and Assessment** and includes detailed assessment of the views from East Drayton,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						North Leverton and South Leverton. This draws on information presented in the viewpoint assessment. For East Drayton, the proposed overhead line would introduce new pylons into the views from the western edge of the community area, which is currently unaffected by existing pylons. This means that new pylons would be seen on the skyline and they would be prominent in views. A major adverse (significant) effect is reported for both these community areas. The introduction of proposed pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area in the long term and would spread the influence of infrastructure across a wider area within the community area. For South Leverton, the proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Visibility would be restricted from the settlement of South Leverton by the enclosure of the buildings, landform and vegetation to the west of the village, with some partial long range views available from the western fringes. A moderate adverse (significant) effect is reported in operation of both these communities as the proposed overhead line would continue to affect views within and out from the community area. For North Leverton with Habblesthorpe, the proposed overhead line would introduce a new vertical presence into the western part of the community areas, which is currently unaffected by existing electrical infrastructure, although existing overhead lines feature prominently in views in the east of the community area. Even with mitigation planting which is proposed near pylon 4AF220 to filter views of pylon 4AF220 which is a large tension pylon, a major adverse (significant) effect is reported for this community area. The	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						introduction of proposed pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area in the long term and would spread the influence of infrastructure across a wider area within the community area.	
8.11.118	Landscape and Visual impacts should be mitigated / Mitigation should be a priority / screening should be used / natural screening should be used / routeing should minimise and mitigate impacts.				X	Through sensitive routeing and siting National Grid has sought to reduce impacts on the environment, through avoidance or mitigation. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessments and surveys have been undertaken to identify and assess the potential impact arising from the Project. The data have informed the assessment of effects presented in the ES. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Control and management measures are presented within **Application Document 7.2 Code of Construction Practice** which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Additional measures for landscape and visual are presented in **Application Document 7.8 Outline**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Landscape and Ecology Management Plan, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on local landscapes. Within Route Section 10, there is a higher proportion of existing vegetation which would help to filter views of the proposed overhead line. However, the slightly elevated landform means the proposed overhead line would remain a noticeable feature of views which are currently not affected by overhead lines in close proximity. Mitigation in the form of planting for screening and filtering of views has been included for example along Gainsborough Road at Sturton le Steeple and near pylon 4AF220, which is a tension pylon on higher ground where planting would help to filter views. Even with mitigation planting, the proposed overhead line would remain a feature of views and significant effects are reported throughout the character areas and community areas in Route Section 10.	
8.11.119	Concern that the overhead lines will impact on character of North and South Wheatley, causing an over-industrialisation of the landscape and a visual intrusion.	X			X	A landscape and visual assessment has been carried out as part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual.** The visual effects on communities including North and South Wheately are considered in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment** and includes detailed assessment of the views from	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the communities. This draws on information presented in the viewpoint assessment provided in **Application Document 6.7.A3 Environmental Statement Viewpoint Assessment**. VP E-12, E-14 and E-15 represents the views from North and South Wheatley. The proposed overhead line would be located to the eastern edge of the community and would introduce new pylons into the views. New pylons would be seen on the skyline closer than the existing overhead lines in the Trent Valley and although would not necessarily be an uncharacteristic element, they would be much more prominent in views. Within the villages, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation. A minor adverse (significant) effect is reported.	
8.11.120	Support for the preferred alignment as it is less visually impactful compared to the 2024 non-localised consultation option.				**X**	National Grid notes the feedback.	
Noise and Vibration							
8.11.121	Concern about impact of noise and vibration from construction / construction compounds / traffic, including on properties on Rectory Road, Treswell (includes a Grade I listed Church of St John the Baptist).	**X**			**X**	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects from noise and vibration resulting from the construction of the Project within **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, and assessment of construction traffic noise and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						vibration is provided in **Application Document 6.16.A4 Environmental Statement Appendix 16.4 Construction Traffic Noise and Vibration Assessment.** National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project; these are listed in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures include route alignment and siting designed as far as practicable to avoid noise sensitive receptors including the settlement of Treswell. Control and management measures comprise management activities and techniques that will be implemented during construction and reinstatement to limit effects, through adherence to good site practices and ensuring legal compliance. Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. No residual significant adverse effects from noise and vibration, including potential damage to buildings and structures, are anticipated.	
Planning							
8.11.122	Concern that other planned solar developments in the area will impact the Project. Concern this the Project will interfere with existing			X	X	Existing and planned development has been taken into account when considering the Project. With regard to multiple developments impacting specific areas and/or receptors planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development, such as a new	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	and planned development in the area.					residential development, being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. Throughout the design development process National Grid has been undertaking regular and continuous monitoring of live planning applications. National Grid has engaged with other developers including solar developers, who are proposing development in proximity of the Project to understand their requirements. **Application Document 5.11 Interrelationship Document** provides detail when the project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
8.11.123	Concern that the height of overhead lines could interfere with other schemes ability to deliver Abnormal Indivisible Loads (AILs) to site.				**X**	National Grid recognises the importance of maintaining appropriate access for the movement of abnormal indivisible loads where this is required for existing or reasonably foreseeable developments. The design of the Project has taken account of statutory requirements, engineering standards and relevant third-party infrastructure and transport considerations. **Application Document 5.11 Interrelationships Document** provides detail on how the Project interacts with other existing and planned development during construction periods. National Grid will continue to engage with the relevant highway authority and in the event that a conflict is identified a range of measures may be considered depending on the circumstances including coordination of construction and operational activities or the implementation of agreed operational procedures to facilitate the safe passage of abnormal loads where possible.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.124	Concern that the area is overwhelmed by multiple infrastructure projects.				X	With regard to multiple developments impacting specific areas and/or receptors through overdevelopment, planning applications for each development would be considered on their own merit by the appropriate determining authority. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The Environmental Statement contains an assessment of cumulative impact presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list is then refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information and assessment already undertaken by that development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) is undertaken to identify any cumulative effects and subsequent mitigation measures (if necessary). **Application Document 5.11 Interrelationship Document** provides detail when the Project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
Socio-economic							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.125	Concern about impact on local villages/rural villages in Section 10. Concern about impact of construction on local services / amenities not equipped to handle this.				X	A socio-economic assessment forms part of the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on local communities and community facilities within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics**, **Recreation and Tourism.** There are no community facilities (including, but not limited to local schools, places of worship, sports halls, and community centres/village halls) that would be affected by land take required for the Project or to which access would be required. No community facilities are anticipated to experience any significant severance effects during construction of the Project. There is potential for noise, air quality, visual and traffic effects resulting from construction of the Project to impact on the amenity of community facilities within the study area. The assessment of amenity effects has considered effects from **Application Document 6.7 Environmental Statement Chapter 7 Visual, Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport, Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, amenity effects on community facilities would be not significant. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** also includes an assessment on the potential for increased demand for healthcare services, which does not identify any GPs within the 1 km Study Area for social infrastructure that may experience any significant effects related to increased demand during construction of Route Section 10 of the Project.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.11.126	Concern about impact on local tourist facilities (camping) and tourism in the area.	X		X		National Grid is and will continue to work with all landowners including local businesses such as campsites and other similar tourist attractions who may be directly affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid has sought to limit disruption on the local community where practicable. A socio-economic assessment forms part of the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Where impacts on business, recreation and tourism receptors and recreational land and open spaces have been identified these have been presented within Section 17.9 of **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phases and the residual effect assessment result of other factors which can impact in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality, Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual and Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. There are two private, community, recreation and tourism assets identified within the 500 m study area within Route Section 10 these are North Leverton Windmill and Willowbeck Retreat Campsite. Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, there are no business, recreation and tourism facilities	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						that would experience a significant effect during construction. No further land take of tourism assets would be required during the operational phase of the Project and as such there are no business, recreation and tourism facilities that would experience a significant effect during operation and maintenance. **Application Document 7.2 Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on the local economy and includes a commitment to communicate information about the proposed works to local communities.	
8.11.127	Concern about impact on mobile phone signal / WI-FI signal / technology.				X	Radiofrequency emissions can interfere with electrical equipment, telecommunication, WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, National Grid also expect no interference issues as a result of the Project.	
8.11.128	Concern about impact on operation of local airfield, including Headon Airfield and Grove Farm Airstrip.			X	X	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has undertaken a review of airfields within 5 km of the emerging preferred corridor presented at non-statutory consultation in 2023 and have offered and held meetings with identified airfields, to understand their concerns and how the airfields are being used. This has informed further assessment of any potential impacts of the Project in relation to each airfield. As	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Relevant airfield operators have been consulted further as the Project develops and National Grid has endeavoured to design a solution that safely accommodates airfield operations as far as practicable whilst considering other constraints and design considerations. A socio-economic assessment forms part of the Environmental Statement (ES), prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Where impacts on business, recreation and tourism receptors, including airfields, have been identified these have been presented within our socioeconomic assessment. The assessment can be found in Section 17.9 **Application Document 6.17 Environmental Statement Chapter 17 Socio Economic, Recreation and Tourism** and has considered the potential effects on both the recreational and commercial (in the case of Headon Airfield) aspects of the airfields relevant to Route Section 10. Grove Farm is a privately owned, unlicensed airfield accommodating occasional visitors and annual fly-ins on a free-of-charge basis, with no flight school or commercial activity. Safe flying operations cannot continue at the aerodrome, with no viable mitigation identified given the proximity of the proposed overhead line and associated pylons (4AF223 to 4AF229) to the site Headon Airfield provides recreational microlight flying and flight training for approximately 25 resident flyers and a regular cohort of students. Resident flyers and students would retain access to the airfield and its core recreational and training functions. Mitigations to relocate low-level circuit training to a 1,000 ft (c.305 m) standard circuit, or to relocate the circuit pattern for both runways to the west, have been discussed and agreed in principle with the airfield	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						owner and operator. The constraint does not result in loss of access to the airfield itself, and flying would continue.	
8.11.129	Concern about impact of the Project on quality of life for residents / families / children in Section 10.	X			X	National Grid acknowledges concerns regarding the potential of the project on the quality of life of local residents, families and children. These matters have been considered with the within the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential direct and indirect effects of the Project on communities, including through changes to the local environment, construction activity, access and recreation, employment and wider determinants of health presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.18 Environmental Statement Chapter 18 Human Health**. Other factors which can impact local communities' quality of life are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual**, and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessments identify where effects are likely to be significant and considers appropriate measures to avoid, reduce or manage these effects. Regarding effects to quality of life during construction of the Project mitigation is presented within **Application Document 7.2 Outline Code of Construction Practice** and sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities secured through	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Requirements in **Application Document 3.1 Draft Development Consent Order.** No residual significant effects are anticipated.	
8.11.130	Concern about impact on recreational activity, including shooting (Treswell area), Darlton Gliding Club, and walking, cycling and horse riding.	**X**		**X**	**X**	As part of the design process, National Grid seek to avoid impacts on local communities where possible, through sensitive routeing and siting. As part of this process, National Grid take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priority, from a socio-economic perspective, is to where possible avoid towns, villages and businesses, where there are likely to be people who live and work and use recreational facilities in the area. An Environmental Statement (ES)has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential effects on private, community, recreation and tourism assets in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. Additionally impacts on Public Rights of Way (PRoW), access routes and recreational routes are considered within the socioeconomic assessment. Section 17.6 of **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** outlines that there are 30 PRoWs within Route Section 10, with the assessments of the potential effects on these PRoWs detailed within section 17.9. Other factors which can impact use of recreational facilities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality, Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape, Application Document 6.7 Environmental Statement Chapter 7 Visual and Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. Whilst shooting as a recreational activity has not	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						been considered within the socio-economic assessment, no areas of open space or recreational land where organised shooting takes place have been identified within the 500m Study Area for private, community, recreation and tourism assets**. Application Document 7.2 Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities. National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields and have offered and held meetings with Darlton Gliding Club, to understand their concerns and how the airfield is being used. This has informed further assessment of any potential impacts of the Project in relation to the airfield. An assessment of the potential effects on both the recreational and commercial aspect of Darton Gliding Club is detailed within Section 17.9 of **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism.** The club would remain operational and the majority of recreational gliding activity (winch launching, training, and community engagement) would continue.	
8.11.131	Concern about impact on care homes for adults with autism and learning disabilities in South Leverton.				X	National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects have been taken into consideration as part of this process. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the impact on health and wellbeing for both the general population and vulnerable populations, including	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						in South Leverton. Vulnerable populations include groups who may have a higher sensitivity to impacts by virtue of factors such as age, ethnicity, economic factors, mental and physical health and disability, sex, and gender, and therefore includes adults with autism and people with learning disabilities. Vulnerable groups are assigned a higher sensitivity level than the general population, which, along with the magnitude of effect, informs the overall level of effect. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** does not identify any significant health effects for either the general population or vulnerable groups in this location.	
8.11.132	Interference with aircraft flightpaths is not a good enough reason to move overhead lines closer to villages / residents / communities in South Leverton.				X	National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Any interactions with aircraft will have been one of the many considerations in the route selection process. Further detail on the design of the Project is presented within **Application Document 5.9 Design Development Report.**	
Sustainability							
8.11.133	Concern that the overhead lines will prevent existing solar panels / cells from generating electricity / reduce their efficiency.				X	National Grid recognises the importance of protecting existing renewable energy installations. The Project has been designed in accordance with established engineering standards and is not expected to interfere with the normal operation or electricity generation of existing solar panels. The principal factor that influences the performance of solar panels is the amount of sunlight they receive. The conductors themselves are relatively small diameter and do not create continuous shading. While supporting structures may cast limited and intermittent shadows depending on the time of day and year any such effects are generally localised and are not typically expected to result in a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						significant reduction in the performance of existing solar installations. It is therefore considered that the proposed overhead line is not expected to have a significant adverse effect on the operation or efficiency.	
Traffic and Transport							
8.11.134	Concern access routes from the A57 are not suitable.				X	A construction access strategy has been developed and continues to be refined to identify and assess Primary Access Routes (PARs) for construction traffic associated with the Project. PARs define the most appropriate strategic routes between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, engineering requirements, and environmental considerations. In developing the Construction Access Strategy, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. The development of the construction access strategy has been informed through regular engagement with the relevant Local Highway Authorities and consultation feedback received throughout the Project. National Grid will continue to review and refine construction access arrangements, where reasonably practicable, as the Project progresses.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The identification and assessment of PARs is presented within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment (TA)** with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan (OCTMP)**. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Where required, mitigation measures will be implemented to ensure the safe and efficient use of the highway network. These may include temporary localised highway widening, temporary traffic management measures and the use of traffic management operatives at site accesses. The proposals for the mitigation proposed is provided within the OCTMP. Detailed measures will be confirmed within the detailed Construction Traffic Management Plan (CTMP) which is to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities. For the A57 corridor specifically, the assessment has considered the existing traffic conditions and junction capacity to confirm that the proposed use of this route is appropriate for the scale of construction traffic anticipated. Where necessary, additional traffic management or localised junction improvements may be implemented to maintain safe access and minimise disruption. National Grid will continue to work with the relevant highway authorities to agree final access arrangements and mitigation measures prior to construction.	
8.11.135	Access route at Rectory Road and adjoining					The suitability of all proposed construction access routes, including Rectory Road and the adjoining public bridleway, has been assessed as part of the **Application Document 6.14**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	public bridleway is not suitable due to width.					**Environmental Statement Chapter 14 Traffic and Transport**. This assessment considers existing road and bridleway widths, alignment, visibility, surface condition, and forecast construction vehicle movements. Where constraints such as narrow carriageways or limited passing opportunities have been identified, mitigation measures will be implemented in consultation with the local highway authority and Public Rights of Way (PRoW) officers. These may include temporary traffic management, vehicle size restrictions, controlled access or timing of movements, or localised widening where feasible. If any routes are subsequently deemed unsuitable following detailed assessment, they will be removed from the approved construction routeing plan to ensure safety and minimise disruption. The management of any interaction with the adjoining bridleway will be set out within the PRoW Management Plan and the **Application Document 7.3 Outline Construction Traffic Management Plan** to ensure the safety of pedestrians, cyclists, and equestrians during construction.	
8.11.136	Concern about cumulative impact of construction traffic with other working sites/planned developments.				**X**	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts, including cumulative construction traffic impacts, are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan, to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. National Grid will continue to liaise with relevant authorities throughout the construction period to review any emerging developments and ensure that traffic management measures remain appropriate and effective. Cumulative traffic impacts are referenced within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, which contains a further reference to **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects** and **Application Document 6.21.A2 Environmental Statement Appendix 21.2 Short List of Other Developments**.	
8.11.137	Concern about impact of construction traffic on local road infrastructure (small, single-track lanes, bridges etc.).				**X**	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Transport Assessment (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant local highway authorities and will provide a baseline record of the existing condition of the highway network. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant local highway authority. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan**, with detailed arrangements to be agreed with the relevant local highway authorities through the Construction Traffic Management Plan prior to construction.	
Walkers, Cyclists and Horse Riders							
8.11.138	Concern about impact on bridleways (visual / noise / closure)				**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						requests for further information on proposed mitigation. The results of these impacts are presented within the **Application Document 7.15 Transport Assessment**, and the environmental effects reported in the **Application Document 6.7 Environmental Statement Chapter 7 Visual**, **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order.** National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment** (TA). The detailed management arrangements will continue to be developed through consultation with the relevant local highway	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section. A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed. The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are presented within the **Application Document 7.2 Code of Construction Practice**.	
8.11.139	Concern about impact on National Cycle Network / Sustrans cycle paths (visual / noise / closure)				X	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within **Application Document 7.15 Transport Assessment**, and the environmental effects reported in **Application Document 6.7 Environmental Statement Chapter 7 Visual**, **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order.** National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment (TA).** In regard to National Cycle Networks specifically, most routes affected by the Project are located on existing public highways. As such, consideration to maintaining access along them has been undertaken in conjunction with the consideration of highway management measures being proposed for the highways along which they route. Management measures primarily include the provision of crossing protection scaffolding, which will allow the highway and National Cycle Network route to continue to be used unaffected throughout construction. However, at locations where this is not possible, alternate management measures would be implemented, which may involve temporary closure of the highway and where a suitable alternative route is available, the provision of a signed diversion. Where a diversion is not feasible, access arrangements will be agreed with the relevant local highway	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						authority. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed. The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are presented within **the Application Document 7.2 Code of Construction Practice (CoCP)**. No residual significant adverse effects from noise are anticipated.	
8.11.140	Concern about impact on PRoW (visual / noise / closure) / pylons should not be placed near footpaths.				**X**	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. If any significant impacts on PRoW have been identified that cannot be avoided mitigation has been provided. Mitigation measures include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. National Grid has worked closely with the relevant highway authorities to understand and gain information on PRoW and the local road network. Effects on PRoW have been mitigated where possible, maintaining access where practicable, with closures as a last resort. It can be noted that any impact will be short term and reversible and that a mitigation (e.g. as mentioned above	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						diversion route or access management strategy) will be implemented to minimise any impacts. Impacts on PRoW are further discussed in the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**.	
8.11.141	Concern about impact on footpaths and bridleways in South Leverton and Treswell.					Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. With regard to PRoW management in South Leverton and Treswell, three PRoWs are proposed to be temporarily closed: South Leverton FP8, South Leverton FP21 and Treswell BW11. A	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						diversion route has been proposed for each PRoW and discussed with the relevant PRoW officers. These measures will ensure that users can continue to safely access the wider PRoW network while minimising disruption. Further details of the proposed closures and diversions are provided in **Application Document 7.6 Outline Public Right of Way Management Plan**.	
8.11.142	Access route at Northfield Lane, Treswell is not suitable.			X	X	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. A short section of Treswell BW11 is proposed to be temporarily closed, with a diversion route provided to the east. The proposed diversion would maintain connectivity with the wider PRoW network and facilitate continued safe access for PRoW users. Further details of the proposed closure and diversion route are provided in **Application Document 7.6 Outline Public Right of Way Management Plan**.	
8.11.143	Concern about the location of Pylon 4AF230				X	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW),	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	as will be at the crossing of public pathways "26&25". Concern about Pylon 4AF228, as it is positioned close to the end of Footpath 26.					and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. Due to its close proximity to Pylon 4AF228, a short section of Treswell BW11 is proposed to be temporarily closed, with a diversion route provided to the east. The proposed diversion would maintain connectivity with the wider PRoW network and facilitate continued safe access for PRoW users. Further details of the proposed closure and diversion route are provided in **Application Document 7.6 Outline Public Right of Way Management Plan**.	
8.11.144	Concern about impact of Pylons 4AF225 to 4AF230 on public footpath and cycle route from Woodbeck.				X	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Statement Chapter 17 Socio-economics, Recreation and Tourism and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. Due to its close proximity to Pylon 4AF228, a short section of Treswell BW11 is proposed to be temporarily closed, with a diversion route provided to the east. The proposed diversion would maintain connectivity with the wider PRoW network and facilitate continued safe access for PRoW users. Further details of the proposed closure and diversion route are provided in **Application Document 7.6 Outline Public Right of Way Management Plan**.	
8.11.145	Concern about impacts to access to footpaths and Millfield for local adult care home in South Leverton.				X	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. With regard to PRoW management in South Leverton, three PRoWs are proposed to be temporarily closed: South Leverton	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						FP8, South Leverton FP21 and Treswell BW11. A diversion route has been proposed for each PRoW and discussed with the relevant PRoW officers. These measures will ensure that users can continue to safely access the wider PRoW network while minimising disruption. Further details of the proposed closures and diversions are provided in **Application Document 7.6 Outline Public Right of Way Management Plan**.	
8.11.146	Concern about impacts to from use of Top Pasture Lane for construction as it is used as a bridle path, and also for walking and cycling, and horse riding.				X	Through routeing and siting work, National Grid has sought to reduce impacts and disruption to Public Rights of Way (PRoW), and will continue to do so as far as practicable. The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Impacts on PRoW are assessed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in the **Application Document 7.6 Public Rights of Way Management Plan**. With regard to Pasture Lane, this will be used as a crossover point for construction traffic and is intended to remain open, with appropriate traffic management measures implemented to facilitate the safe passage of PRoW users. At PRoW crossing points, where construction traffic will mix with PRoW users or cross PRoWs, appropriate signage will be erected to alert PRoW users and drivers of construction traffic of the potential interface. Speed limit signage will be provided to ensure that all construction vehicles travel at low speeds to ensure the safety of other users on such	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						shared routes. In some cases, particularly bridleways, appropriate separation and demarcation (likely to be suitable fencing) will be put in place between any parallel construction traffic and PRoW routes to ensure the safety of PRoW users. The arrangements for such demarcated routes will be discussed with the relevant LHA PRoW Officer prior to installation.	
Water, Flood Risk and Drainage							
8.11.147	Concern about flooding of Laneham Beck due to the design of the temporary bridge required to the south of East Drayton.	**X**				National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise. However, in some areas flood zones are extensive and cannot be wholly avoided. Where this is the case, the new Project infrastructure has been subject to a detailed flood risk assessment **Application Document 7.13 Flood Risk Assessment** (FRA) which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure it is in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of the assessments are presented in the Environmental Statement in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment.** The proposed crossing of Laneham Beck would be designed in accordance with commitments W04, W17 and W23, set out in the **Application Document 7.3 Register of Environmental Actions and Commitments** which have been defined with the purpose of maintaining flow regimes and preventing increases in flood risk. Commitment W01 also specifies that all works within main rivers or ordinary watercourses will be undertaken in accordance with a method approved under environmental permits issued under the Environmental Permitting Regulations or the protective provisions	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						of the DCO for the benefit of the Environment Agency and the Lead Local Flood Authorities.	
8.11.148	Concern about proposal to construct culvert bridge over Dyke- Lane and fields at lowest point leading to flooding in past. Concern that unless culvert large enough this will cause previous problems of flooding to return.			X		The proposed crossing of the watercourse at Dyke Lane is a temporary crossing, necessary to facilitate access during construction of the Project. The crossing structure would be designed in accordance with commitments W04, W17 and W23, set out in the **Application Document 7.3 Register of Environmental Actions and Commitments** which have been defined with the purpose of maintaining flow regimes and preventing increases in flood risk, as well to avoid adverse impact on aquatic ecology. Commitment W01 also specifies that all works within main rivers or ordinary watercourses will be undertaken in accordance with a method approved under environmental permits issued under the Environmental Permitting Regulations or the protective provisions of the Application for the benefit of the Environment Agency and the Lead Local Flood Authorities.	

Route Section 11: Fledborough–High Marnham

Table 8.12 – Summary of consultee feedback and National Grid's response for Section 11: Fledborough – High Marnham

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
Construction							
8.12.1	Concern about construction noise and vibration impacts due to sound coming across the water near the village of Girtin.				X	A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed, even considering sound propagating over water. The Contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are presented within the **Application Document 7.2 Code of Construction Practice** (CoCP).	
8.12.2	Concern about the suitability of the single-track road to the east of specified property proposed for access.				X	Following the statutory consultation in 2025, National Grid decided to remove the 400 kV High Marnham Substation and associated works (with the exception of required accesses) from the Project which will instead be consented separately pursuant to a planning application submitted to the Local Planning Authority. Consequently, the Order Limits no longer include the single-track road to the east of the residential property located to the east of Main Street, west of Fledborough.	
8.12.3	Concern about the impact of the Project on horses grazed in the fields where construction activity will be undertaken.			X		National Grid is working, and will continue to work, with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move horses or other livestock.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Compensation claims for disturbance are considered on a case-by-case basis, in line with the Compensation Code. Mitigations measures to manage construction works in the vicinity of routes or areas used with horses can be found in **Application Document 7.3 Register of Environmental Actions and Commitments** and will follow the British Horse Society guidance (2024) 'Advice on construction sites and horses'.	
8.12.4	National Grid needs to provide noise abatement for the construction compound west of Fledborough House.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. The Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. **Application Document 7.2 Code of Construction Practice** (CoCP) sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction and includes a commitment to communicate information about the proposed works to local communities to reduce any potential temporary disruption. The construction noise assessment includes the potential effects from the construction compound at Fledborough House. No significant adverse effects from noise are anticipated at this property, even without mitigation, due to the relatively large distance between the compound and the property. That said, good practice measures and best practicable means (BPM) will be employed to reduce noise and vibration levels in line with the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						measures and commitments detailed in **Application Document 7.2 Code of Construction Practice** (CoCP). Specific mitigation measures will be determined by the Main Works Contractor(s) as part of their detailed assessments.	
8.12.5	Local infrastructure is not suitable for heavy duty construction traffic (single track roads, in poor condition, etc.).			X		National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases. The Environmental Statement (ES) considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport,** which is supported by **Application Document 7.15 Transport Assessment, Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. As part of this assessment, National Grid has worked closely with Nottinghamshire County Council highway authority and to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network proposed for construction traffic movements and highlights any restrictions to such movement and if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable. Where construction sites and temporary haul roads are required, these have been designed, and will be operated and reinstated in consultation with the landowners and the local highway authority, to reduce impacts to local road users. Construction of highway mitigation measures (such as road	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						widening and passing bays on single track roads), would be implemented at specific locations. Highways dilapidation surveys will be carried out pre commencement of construction in agreement with the highways authorities. Any defects beyond normal wear and tear will be rectified. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where practicable, any construction impacts. As the Project moves forward, National Grid has continued to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
Consultation							
8.12.6	The landowner was not approached or consulted on the final route of the proposed power line.			X		Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (EIA Regulations). This statutory consultation provided the opportunity for the land owner to provide feedback to inform the Projects design.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lie within 1 km of the edge of the emerging preferred route corridor, including those who may be directly affected by the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. The SCZ extended 5 km from the edge of the emerging preferred route corridor. The SCZ included stakeholders who were less likely to be directly affected by the Project, but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ had the same opportunities to engage with National Grid, and provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information. To support the non-statutory consultation, 11 in-person events and eight online webinars were held, and a further three in-person events and two online webinars were held during the localised non-statutory consultation. For the statutory consultation, nine public information events and six online webinars were held. All the events were held at suitable, publicly accessible venues that are within or near the PCZ. The face-to-face events were held at varying times through the day (including weekend and evening sessions) and events were held on two Saturdays throughout the consultation period. The Project team	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email.	
Cultural Heritage							
8.12.7	The farms shown on Chapman's 1774 Map to the north of Weston on Bell Lane should be assessed as non-designated heritage assets. • Ruddings Farm • Archway farm Barn • Moor Farm Barn • Bank at Weston – NDHA Dobbin Bridge Barn • Manor Farm barn • Weir at Goosemoor Dyke		X			An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects on heritage assets and recommends appropriate mitigation in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. For non-designated heritage assets, a 1 km study area from the Order Limits has been applied to gather sufficient data to inform the assessment of significant effects either from direct impacts or due to a change of setting. Following the statutory consultation in 2025, National Grid decided to remove the 400 kV High Marnham Substation and associated works (with the exception of required accesses) from the Project which will instead be consented separately pursuant to a planning application submitted to the Local Planning Authority. Consequently, the Order Limits have been amended and the group of non-designated assets identified on Bell Lane, Weston are now over 3 km to the west of the Order Limits and are therefore outside of the of the study area.	
Design							
8.12.8	Overhead lines should be routed in close parallel with existing overhead lines.				X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental, socio-economic and cost factors. Route Sections 2 to 5 and 7 of the Project have been designed to be parallel or close parallel with the existing overhead lines. This is to limit the spread of infrastructure and reduce the overall extent of impacts. The degree of impacts on receptors already impacted by the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						existing overhead lines is intensified rather than spreading the impacts to areas not currently affected. Parallel routeing also helps form a coherent appearance in line with Holford Rule 6. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. In Route Sections 1, 6 and 8 to 11, constraints such as wind farms and settlements have resulted in routeing further form the existing overhead lines as they prevent parallel or close parallel routeing. Further details of routeing are within the **Application Document 5.9 Design Development Report.**	
8.12.9	Support for the preferred alignment of the overhead lines as it no longer impacts Laneham. Support (in principle) of the Project and alignment as it would improve the local utility network and contribute to the delivery of further appropriate development within the District of Newark and Sherwood.	**X**				National Grid note this comment. The Project's route alignment has been selected following a balanced assessment of engineering, environmental, land use and operational considerations.	
8.12.10	The proposed overhead line route through Dunham on Trent is satisfactory.	**X**				National Grid notes this comment. The Project's route alignment has been selected following a balanced assessment of engineering, environmental, land use and operational considerations.	
8.12.11	Pylons 4AF256, 4AF257 and 4AF258 should be				**X**	National Grid has considered the request to move pylons 4AF256, 4AF257 and 4AF258 further west. To achieve the change	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	moved further west to sit in the natural land dip. This is less intrusive to wildlife in the surrounding area.					requested, oversail of a pond would be required and the Project's proximity to individual properties would increase as would the number of angles required and interactions with a third party developer. Given these increased environmental impacts and interactions can be avoided with the current design, the changes requested have not been incorporated into the Project's design.	
8.12.12	The road from Gibraltar to Polly Taylor's Lane (Far Road/Crabtree Lane) should be used for temporary access to the construction compound instead of the Main Street. Main Street is already a very busy road and additional traffic would bring a much higher risk of a road traffic accident. The access track from Station Cottages across the meadow should be moved to begin at the opposite end of the Crabtree Lane entrance. This would eliminate the risk of many safety issues with pedestrians, cyclists, children and dog walkers that regularly use the cycle track				X	National Grid considered the request to relocate the temporary access from Main Street. However, to achieve the request, hedge clearance would be required, alongside interaction with a Public Right of Way. Due to these greater impacts the request has not been taken forward into the design. The current access location has been selected following a balanced assessment of engineering, environmental, land use and operational considerations. In particular, the mitigation hierarchy has been followed with the design seeking to avoid and minimise impacts on sensitive environmental receptors, such as hedgerows, where practicable. Commitments relating to hedgerow protection and mitigation are secured though **Application Document 7.3 Register of Environmental Actions and Commitments.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	towards Lincoln and avoid destruction of the meadow land. The opposite end of the lane is quiet and much more suited to an access track. In addition to this there is also access to the test track.						
8.12.13	All works and proposed maintenance future access road should be placed along field boundaries and as close to the hedge/field boundary as possible on land to the north of a specified property in High Marnham. This would avoid interference with farm activity. Consultee requests to move the proposed two site compound areas to the north of the proposed new substation with access to the north of the compounds. Request also includes a suggestion to move the access to the new High			X		At statutory consultation, National Grid updated stakeholders on the need for the Project to connect to the new High Marnham substation in Route Section 11. Whilst the Project would feed into the High Marnham substation, the substation is required for the wider transmission network. At the statutory consultation, National Grid was considering including the substation as part of the Project whilst also promoting a separate Town and Country Planning Application (TCPA) in parallel. The design of the substation has advanced and since statutory consultation, has been granted planning permission. The substation has consequently been removed from the Project however opportunity would have been provided via the TCPA regime for representations to be made on the substation application. All feedback on the substation received at the statutory consultation was passed to the National Grid High Marnham substation Project team for consideration. As a result of the removal of the substation the Order Limits for Project sit over 1 km the north of this location.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Marnham substation to be on Sparrow Lane.						
8.12.14	Pylon 4AF255 (Section 10) needs to be moved in a southwest direction to the field boundary on Far Road to allow the pylons to be nearer to the road. This would be more convenient for access and reduce the area that is severed. Pylon 4AF256 needs to be moved in a southwest direction to the field boundary at the junction of Far Road and Crabtree Lane. To allow the pylons to be nearer to the road. This would be more convenient for access and reduce the area that is severed. If the pylons can be moved to the location indicated in the request above, then access from Far Road would be more convenient and would reduce severance			X		National Grid considered the request to move 4AF255 and 4AF256 in a southwest direction. This change has not been implemented due to the alignment increasing proximity to a residential property, requiring additional angles and increasing technical complexity due to the crossing of the Network Rail testing tracks. National Grid considered the request to change access to the construction compound to Far Road. The decision was made to not incorporate this change into the Project's design due to the increased impact the change would have on heritage assets and technical complexity. In addition, Far Road was not considered suitable for Heavy Goods Vehicles (HGVs) to pass safely, and road widening works would have been required to accommodate construction traffic. National Grid considered the request to move the proposed compound east of 4AF256 to the junction between Gibraltar Farm and Far Road, subject to pylon movement. This change has not been incorporated due to it being unsafe and introducing additional technical complexity to locate the compound below the overhead line alignment. National Grid considered the request to alter the access from Far Road. However, this change has not been implemented as the request would result in a loss of access from the highway, the requirement for vegetation removal and impact on a Public Right of Way. In addition, Far Road was not considered suitable for Heavy Goods Vehicles (HGVs) to pass safely, and road widening works would have been required to accommodate construction traffic.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	The compound (proposed east of pylon 4AF256) should be moved to the junction between Gibraltar farm and Far Road subject to pylon movement. It is more convenient for access and would again mitigate the area that is severed. The compound should be moved to the junction between Far Road and Crabtree Lane subject to pylon movement. It is more convenient for access and would again mitigate the area that is severed. It would also prevent a temporary access route being constructed on the consultees land. Access route should be moved from Farm Road to an alternative location as listed in the requests above. This would avoid disruption to consultee's farm entrance.						

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.12.15	The compound proposed east of pylon 4AF256 near to Fen Road, Fledborough should be relocated to the north of pylon 4AF255.This would facilitate a better access route.			X		National Grid has reviewed the request for the compound proposed east of pylon 4AF256 near to Fen Road, Fledborough to be relocated to the north of pylon 4AF255. However, the request will not be implemented due to increased impacts on heritage assets and reduced flexibility for compound siting.	
8.12.16	The compound proposed east of pylon 4AF256 near to Fen Road, Fledborough should be relocated to the north of pylon 4AF255.This would facilitate a better access route.			X		National Grid has reviewed the request for the compound proposed east of pylon 4AF256 near to Fen Road, Fledborough to be relocated to the north of pylon 4AF255. However, the request will not be implemented due to increased impacts on heritage assets and reduced flexibility for compound siting.	
Ecology and Biodiversity							
8.12.17	Concern about the impact of construction of proposed pylon 4AF258 on Marnham Railway Yard Local Wildlife Site (LWS), Fledborough to Harby Dismantled Railway Local Wildlife Site and Skegby Road Triangle Local Wildlife Site. Request that the area be removed from the DCO limits, or				X	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing natural environment and, where practicable, has sought to reduce impacts on important ecological features, including designated sites, through avoidance or mitigation. The Project design has sought to avoid direct overlap of the Project Order Limits with designated sites wherever practicable, to eliminate the potential for direct impacts upon them, and this has been achieved for Marnham Railway Yard Candidate Local Wildlife Site (LWS), Fledborough to Harby Dismantled Railway LWS, and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	appropriate mitigation provided.					Skegby Road Triangle LWS, thereby avoiding direct impact to these sites. Mitigation and the good practice measures to reduce indirect effects on these sites can be found in the **Application Document 7.2 Code of Construction Practice (CoCP), Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Design measures embedded into the Project that would avoid or reduce effects to ecology and biodiversity are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**.	
8.12.18	Concern about impact on protected species, including buzzards, kites, bats and ospreys.				**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of the existing natural environment and, where practicable, has sought to reduce impacts on areas of ecological sensitivity including notable and protected species. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats used by protected species. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and supporting appendices; and, for birds and ornithology these are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** and supporting appendices.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Mitigation and good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to protected species. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures relevant to the control and management of potential effects on protected species (including bats) include those that ensure compliance with protected species legislation and obtaining the appropriate licences from Natural England for all works affecting protected species as identified by the Environmental Statement and through pre-construction surveys. All applicable works will be undertaken in accordance with the relevant requirements and conditions set out in those licences. Habitats temporarily lost will be reinstated to the original condition (or better), with the exception of trees which need to be removed to facilitate the operational requirements of the overhead line. The methods and results of the bat surveys that have been carried out for the Project are provided in **Application Document 6.8.A7 Environmental Statement Appendix 8.7 Bat Roost Report** and **Application Document 6.8.A8 Environmental Statement Appendix 8.8 Bat Activity Report**. No bat roosts have been identified in trees that would potentially be impacted by the Project as of May 2026, however surveys have continued up to submission, with those not reported in the ES to be provided as addendums during the DCO examination period. The data presented in the addendum is supplementary providing additional	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						detail on matters which have been assessed and will be made available through the PINS website once published. Should a roost be located, appropriate mitigation will be applied, as defined in the documents listed above. Baseline surveys in this section of the Project route included non-specific breeding bird surveys, year-round vantage point surveys to monitor flight activity and habitat use by birds and a series of species – specific surveys that include breeding raptors and owls. The baseline ornithological surveys have not identified any significant impacts on birds associated with construction and operation of the overhead line requiring additional measures, other than for breeding barn owls, for which the following measures will be put in place: • Pre-works spot checks of potential breeding sites tor occupation by barn owls; • Temporary "soft" closures of barn owl nest sites for the duration of works, preceded by provision of additional barn owl boxes to accommodate displaced barn owls; • Provision of new nest sites to compensate for any breeding sites that will be lost permanently; and • Screening of nest sites that will not be lost but that could be subject to construction-phase disturbance, from working areas using visual and acoustic barriers to prevent disturbance of breeding activity, where required	
8.12.19	Concern about impact on trees.		**X**			Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						woodland and hedgerows and where practicable, seeks to reduce impacts through avoidance or mitigation. **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas (RPA's), tree protection measures, and mitigation for any tree losses. An Arboricultural Impact Plan is provided as Appendix D of **Application Document 7.14 Arboricultural Impact Assessment** H The findings of which are used in the assessment within section 8.9 of **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation and good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures contained in the Outline CoCP that are relevant to the control and management of impacts to trees and hedgerows include the reinstatement of land used temporarily, where practicable, to its pre-construction condition and use. Hedgerows will be reinstated to a similar style and of similar or higher quality to those that were removed, unless otherwise agreed. Some permanent tree removal in Route Section 11 would be required due to the operational requirements of the proposed overhead line. A mitigation planting area is proposed for Route Section 11 to provide replacement woodland, just northwest of Fledborough to Harby Dismantled Railway Local Wildlife Site. Any habitat loss through the felling of trees or hedgerow will be replaced through the delivery of replacement planting and on-site habitat creation within the Order Limits which can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. In recent years, the UK Government has introduced legislation and policy that puts biodiversity at the heart of the planning system.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The Department for Environment, Food and Rural Affairs (Defra), describes Biodiversity Net Gain (BNG) as an approach to development that makes sure habitats for wildlife are left in a measurably better state than they were before development (Defra, 2026). The statutory requirement for Nationally Significant Infrastructure Projects (NSIPs) to achieve a specified biodiversity gain objective (as set out in a biodiversity gain statement) will be mandatory for applications made from 2 November 2026. The biodiversity gain objective for energy NSIPs, as set out in Nationally Significant Infrastructure Projects: Biodiversity Gain Statement for Energy **Invalid source specified.**, will require that the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the on-site habitat by at least 10%. This is referred to as 10% BNG. The Application for development consent is being submitted prior to the 2 November 2026 and therefore the provision of BNG is not mandatory. Notwithstanding, the Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero, 2025) states that where possible NSIPs should seek opportunities to provide BNG, including wider environmental gains and benefits to local communities and national policy priorities, where possible, and the Secretary of State should give appropriate weight to environmental net gain and BNG during decision making. However,10% BNG is not a legal requirement for this application for development consent. National Grid's environmental and social commitments in its Social and Environmental Action Plan (National Grid, 2026) includes a commitment to deliver a minimum of 10% BNG for all developments for which planning permission or development consent is required. Therefore, the Project proposes to deliver 10% BNG with potential for wider environmental and societal benefits on a voluntary basis, and substantively follows the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						guidance set out in Nationally Significant Infrastructure Projects: Biodiversity Gain Statement for Energy (Defra, 2026). Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report - 2025** and **Application Document 7.1 Biodiversity Net Gain Report.**	
8.12.20	Concern about impact on birds.		**X**			National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ornithology through the Project design process. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. Assessment of impacts on birds and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data. The Environmental Statement (ES) considers effects of the Project on birds and identifies where further mitigation is required. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and Local Authorities, to determine a robust baseline to inform assessment. Surveys began in 2023 and, within Route Section 11, were completed in Autumn 2025. Detailed mitigation and the good practice measures to reduce effects on the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						environment can be found in the **Application Document 7.2 Code of Construction Practice (CoCP), Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. National Grid has engaged with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project developed.	
8.12.21	Concern about impact on Spalford Warren SSSI.		**X**			Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing natural environment and, where practicable, has sought to reduce impacts on important ecological features, including designated sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and the **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Design measures embedded into the Project that would avoid or reduce effects to ecology and biodiversity are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. The project design has sought to avoid direct overlap of the Project boundary with designated sites wherever practicable, to eliminate the potential for direct impacts upon them, and this has been achieved for Spalford Warren SSSI which lies over 3.5 km southeast of the Project boundary.	
8.12.22	Concern about habitat loss.		**X**			Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing natural environment and, where practicable, has sought to reduce impacts on important ecological features, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Design measures	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						embedded into the Project that would avoid or reduce effects to ecology and biodiversity are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures relevant to the control and management of impacts to habitats include the reinstatement of land used temporarily, where practicable, to its pre-construction condition and use. Hedgerows will be reinstated to a similar style and of similar or higher quality to those that were removed, unless otherwise agreed and existing gaps in hedgerows will be used as far as practicable. A mitigation planting area is proposed for Route Section 11 to provide approximately 3.5 ha of replacement woodland to the north of the dismantled railway and existing woodland habitat secured through **Application Document 7.8 Outline Landscape and Ecology Management Plan.**	
8.12.23	Concern about potential impact on a site which could be designated as a Special Protection Area for its breeding birds (specifically nightjar *Caprimulgus europaeus* and woodlark *Lullula arborea*) [Site Not Named] located within 10km radius of the project, and which is not identified in the PEIR.		**X**			Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The data have informed the assessment of effects on important ecological features, and the findings are presented **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Application Document 6.9 Environmental Statement Chapter 9 Ornithology. A Habitat Regulations Assessment (HRA) (**Application Document 5.2 Habitat Regulations Assessment Report**) has been carried out to evaluate the likely significant effects of the Project on International level Designated Sites, including the Humber Estuary Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar (designated wetland). The HRA considers all potential impacts, including (but not limited to) hydrological, changes to air quality, noise and visual disturbance. They are presented in the Environmental Statement The proposed SPA is centred around parts of Sherwood Forest and would be designated for breeding nightjar and woodlark. This potential designated site is at a distance that is greater than the maximum foraging distance (from nest sites) of these species during the breeding season, therefore no potential impacts or effects have been identified for this proposed designation.	
8.12.24	National Grid should engage with Newark and Sherwood District Council with regard to ecological impacts.		**X**			National Grid has engaged with Newark and Sherwood District Council (NSDC) at the statutory consultation stage as a host local authority. Feedback received has been considered and ecological impacts have been assessed within **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Following the removal of the substations from the Project NSDC is now a neighbouring authority for the purposes of the Application.	
8.12.25	Concern about impact on wildlife.		**X**		**X**	Through sensitive routeing and siting National Grid has sought to avoid and reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						natural environment and, where practicable, has sought to reduce impacts on important ecological features, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on ecology which is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Mitigation and the good practice measures to reduce effects on the environment can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Design measures embedded into the Project that would avoid or reduce effects to ecology and biodiversity are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance include sensitive routeing and siting to avoid and reduce, as far as practicable, impacts upon designated sites, areas of long established woodland, and Priority Habitats. Micro-siting of pylons has taken into account swing of the overhead lines to avoid or minimise loss of woodland and trees as far as practicable. Impacts to designated habitats inside Route Section 11 have been avoided through design.	
8.12.26	Nottinghamshire Local Nature Recovery Strategy should be considered in the		**X**			Nottinghamshire Local Nature Recovery Strategy has been taken into account when undertaking the Biodiversity Net Gain (BNG) assessment and when looking for suitable locations and target habitat for BNG Delivery. The Project proposes to deliver a	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Biodiversity Net Gain strategy for the Project.					minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report.**	
8.12.27	Hedgerows should be linked to improve Biodiversity Net Gain.				X	When practicable mitigation planting illustrated in the Indicative Mitigation Planting areas, shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan** provide connectivity with areas of existing habitat. All hedgerows temporarily impacted by the Project will be reinstated with full connectivity restored upon completion of the works and during operation. As National Grid does not own the majority of the land located within the Order Limits, enhancement of hedgerows may not be possible as land will be handed back to the landowners following the reinstatement of habitats. The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.1 Biodiversity Net Gain Report.**	
Environment							
8.12.28	Concern about operational and construction impacts of light pollution.	X				Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on communities and wildlife. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation to reduce effects. Environmental appraisal	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing receptors and where practicable, seeks to reduce impacts through avoidance or mitigation. Detailed mitigation and the good practice measures relating to reducing the effects of lighting can be found in the **Application Document 7.2 Code of Construction Practice** (CoCP), which includes a commitment for any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to lighting, will be located away from sensitive receptors such as residential properties or ecological sites where practicable, construction lighting will be of the lowest luminosity necessary to safely perform each task. It will be designed, positioned and directed to reduce the intrusion into adjacent properties, protected species and habitats. The Project does not include any new lighting once operational.	
Health, Safety and Security							
8.12.29	Concern about the impact of cumulative effects of multiple overhead lines in Route Section 11 on the health of residents, including with reference to EMFs				X	National Grid has reduced the effect on communities through the routeing of the Project, keeping it at a distance from settlements and individual properties where practicable. The health and safety of the public, local communities and employees is very important to National Grid. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the project on health and wellbeing, and where appropriate identified means of mitigating any impacts. The UK has a set of policies for protecting the general public against electric and magnetic fields (EMFs), the main component of which is exposure guidelines (ICNIRP, 1998). Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. Where an overhead line is proposed in close proximity to another, these will be designed so the total fields do not exceed these exposure guidelines. This helps ensure that health concerns relating to EMFs are properly and adequately addressed. National Grid has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. The human health and wellbeing assessment as part of the EIA for the Project assessed the health effects for residents and employees within proximity to the alignment utilising **Application Document 7.11 Electric and Magnetic Field Compliance Report**. Given that National Grid will ensure that all policies and procedures are in place at the design phase to ensure all equipment complies with public EMF exposure guidelines, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** has scoped the impact of EMFs on health out of the assessment.	
8.12.30	Concern about impacts on the safety of pedestrians/ cyclists/ children/ dog walkers that regularly use the cycle track toward				X	Impacts on walkers, cyclists and horse riders are discussed in the ES in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socioeconomics,**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
	Lincoln in Route Section 11.					**Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape.** National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network, the existing Public Rights of Way (PRoW) network and wider connectivity which the Project may need to utilise during both the construction and operation phases. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of the **Application Document 7.2 Outline Construction Traffic Management Plan** (OCTMP) for the Project and **Application Document 7.6 Outline Public Rights of Way Management Plan**. The OCTMP will define the local road network which could be used for construction traffic movements, highlight any restrictions to such movement and if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid will ensure residents, landowners and others are fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising. **Application Document 6.18 Environmental Statement Chapter 18 Chapter Health and Wellbeing** assesses the safety of PRoW, active travel networks, and the road network. Further details of the measures that would be introduced during the construction phase to reduce overall impacts on PRoW are	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						provided within Section 5 (PRoW Management Measures) of **Application Document 7.6 Public Rights of Way (PRoW) Management Plan**. This section specifically includes information relating to management of 'shared routes' and PRoW crossings, signage and how closures will be managed.	
Landscape and Visual							
8.12.31	Concern about visual impact of the construction compound on three specified properties in Section 11.				X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape and visual are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.** Individual properties within 400 m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment.** The construction compound has been located away from the three specified properties referenced in the respondent's feedback. All are over 300 m from the compound location and benefit from some filtering from vegetation. Typical size and layouts of the proposed compounds are presented in **Application Document 2.12 Typical Design** Drawings. The compound in this location is a satellite compound rather than a main compound. Significant effects from construction activities are expected within 200 m of construction works with minor adverse (not significant) effects over 200 m. Since	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						these properties are all over 200 m from the construction compound, significant effects are not predicted for these three properties.	
8.12.32	Concern about impact on local landscape and views for residents and properties in Route Section 11.				X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the ES, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual.** Individual properties within 400 m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment.** This assessment has identified significant effects with the community of Fledborough during construction and operation. During construction, moderate adverse (significant) effects are predicted within 200 m of construction activities. During operation, moderate adverse (significant) effects are predicted as the proposed overhead line would not be aligned with the existing overhead line so would increase the influence of high voltage electricity infrastructure in views for people moving around the community.	
8.12.33	Landscape and visual impacts should be mitigated.		X			Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape and visual assessment has been carried out as part of the ES, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Assessment) Regulations 2017 ('the EIA Regulations'), meaning the likely significant effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects recommended. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual in **Application Document 6.7 Environmental Statement Chapter 7 Visual.** Individual properties within 400m have been considered in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment.** Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Control and management measures are presented within **Application Document 7.2 Code of Construction Practice** which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Additional measures for landscape and visual are presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan**, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on local landscapes. In Route Section 11, an area of planting is proposed between pylon 4AF255 and pylon 4AF256 to mitigate for the losses of vegetation from construction and operation of the proposed overhead line. It is not possible to mitigate all the effects from the proposed overhead line. During operation, moderate adverse	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						(significant) effects are predicted as the proposed overhead line would not be aligned with the existing overhead line so would increase the influence of high voltage electricity infrastructure in views for people moving around the community.	
Noise and Vibration							
8.12.34	Concern about the impact of noise from overhead lines on residents in Route Section 11, particularly when there is fog, mist and light rain. Need further information on mitigation of construction noise and vibration impacts.				X	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment forms part of the Environmental Statement (ES) prepared in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 ('the EIA Regulations'). Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. No sources of operational vibration have been proposed as part of the Project. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, and the use of a low noise (including during fog, mist and rain) conductor system. Additionally, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting. control and management measures are presented within **Application Document 7.2 Code of Construction Practice** (CoCP) No additional measures have been required. A construction noise and vibration assessment is presented in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment indicates that significant adverse effects from noise and vibration are not expected during the construction phase where appropriate mitigation is employed. The contractor(s) will be required to employ best practicable means (BPM) to reduce the effects of construction noise and vibration. Control and management measures are presented within the **Application Document 7.2 Code of Construction Practice**.	
8.12.35	National Grid needs to provide noise abatement for the construction compound west of a specified property.				**X**	The level of detail presented during the statutory consultation in 2025, was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid are required to consider as National Grid develop our proposals. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within the Environmental Statement (ES) and within the **Application Document 7.2 Code of Construction Practice (CoCP),** which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. With regards specifically to property referenced in the respondent's feedback, the effects of construction noise and vibration have been assessed and significant adverse effects at this location are not expected. Notwithstanding this, noise mitigation measures will be incorporated into the design of the nearby construction compound, as well as in relation to other nearby construction works to reduce potential adverse effects.	
Planning							
8.12.36	Concern other existing developments in the area will impact the Project. Concern the Project will interfere with existing and planned developments in the area, including solar developments.	**X**		**X**	**X**	National Grid recognises that there are a number of energy-related developments proposed in the area. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of cumulative presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) are presented within the **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**. **Application Document 5.11 Interrelationship Document** provides detail when the Project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
8.12.37	National Grid should consult other developers about plans to reduce cumulative impact of planned developments. Concern about cumulative impacts of planned developments.			**X**		National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with the aim of minimising the impact of the number of infrastructure projects. Where interrelationships occur, including with Keadby Power Station, this is reported within **Application Document 5.11 Interrelationship Document.** Existing and planned development has been taken into account when considering the Project. With regard to multiple developments impacting specific areas, planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. When a development is confirmed within the planning system, such as a new solar farm development, being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects**.	
8.12.39	Concern the proposed maintenance track will interfere with planned development in the area.			X		**Application Document 5.11 Interrelationship Document** provides detail when the Project has potential interactions and interfaces with other projects and details how it has complied with coordination policies set out in the National Policy Statements.	
Socio-economic							
8.12.40	Suggestions for community benefit fund to be used to improve the National Cycle Network and fund a mobile pump unit in Girton,	X			X	National Grid recognises the value of environmental enhancements and community benefits in affected areas. The primary purpose of the Project is to provide nationally significant electricity infrastructure, and proposals suggested fall beyond the scope of the statutory remit of the Project however National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Any funding would be available after the Project is granted development consent and construction work has started. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.12.41	Concern that the Project will have a detrimental impact on stud farm business due to loss of land for hay production.			X		National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners such as the stud farm, to better understand the project's impacts on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. National Grid will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy which has been agreed on several largescale infrastructure projects across the UK (the strategy is subject to review). The voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and/or loss outside of statutory legislation. National Grid will work with the stud farm business throughout negotiation of the voluntary agreement to understand whether alternative land owned or occupied can be used for production of hay to mitigate loss. Where practicable, National Grid will provide access to land severed by the construction works to allow the business to have access to as much land as for their business practices. In accordance with the Compensation Code, irrespective of whether voluntary agreements or statutory powers were used, if irrecoverable loss, damage or depreciation occurs to land or property, known as 'injurious affection', or other appropriate project-related loss forming heads of claim occur, National Grid would consider each case on an individual case-by-case basis.	
8.12.42	Concern about the impact of the Project on property values in Route Section 11.				X	It is understandable to have concerns about property values regarding new infrastructure proposals near your home, National Grid understands that its proposals cause concerns about property value however, UK law does not include statutory provision for compensation in cases of a loss of view or changes to a view.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Whilst potential impact on property prices is not a material planning consideration for the purposes of a DCO application it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory acquisition compensation regimes (subject to the requisite criteria being met).	
8.12.43	Concern about impact on business [kennels] due to proximity of overhead lines, resulting in noise and potential health issues.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project to local businesses. To reduce potential impacts, National Grid has identified businesses and recreational and tourism assets, including boarding kennels. These have been considered during the iterative design process. Further to our considerations in the iterative design, National Grid will pursue a voluntary agreement with the business acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). The voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and loss outside of statutory legislation. Where appropriate, National Grid will compensate affected parties on submission of justified evidence for loss, time incurred and disturbance where further communication and consideration is had with them in advance of exercising powers on the property. National Grid's priorities, from a socio-economic perspective, is to, where possible, avoid towns, villages and businesses where there are likely to be people who live and work in the area. A socio-economic assessment forms part of the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Where impacts on businesses, recreation and	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						tourism have been identified these have been presented within our socioeconomic assessment presented as **Application Document 6.17 Environmental Statement Chapter 17 Socio Economic, Recreation and Tourism**. Assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments,** and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**, which includes measures to control working hours, lighting, noise, traffic movements and site security. Where required, working areas screening will be installed to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas, including local businesses. National Policy Statement (NPS) EN-5 sets out the UKs requirements on EMFs exposure from electricity assets, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels. **Application Document 7.11 Electric and Magnetic Field Compliance Report** is submitted with the application for development consent to demonstrate compliance with the EMF requirements of NPS EN-5. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in NPS EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences'.* With regard to operational noise, a low noise conductor is proposed, and noise levels will be below the	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						level at which adverse effects are expected, even directly underneath the overhead line.	
8.12.44	Concerned about the impact of construction compounds on local villages and towns.				X	The construction compound area within the Order Limits in Route Section 11 lies to the east of Fledborough remote from villages or towns and is a smaller satellite compound to ensure provision of welfare, storage, and mess room facilities for site operatives. A typical layout of a satellite compound is shown on **Application Document 2.12 Typical Design Drawings - Illustrative Construction Compound (Satellite) Sheet 18 of 20. 4.7.25.** The locations of the proposed construction compounds are shown on **Application Document 6.4.F3 Environmental Statement Figure 4.3 Temporary Construction Works.** The Environmental Statement (ES) identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects where required. The location of construction compound has been carefully considered during design of the Project, taking into account environmental constraints, existing land use, access to the highway network and the proximity of sensitive receptors. The compound is located within the Order Limits and sited to minimise effects on local communities and the surrounding environment having been positioned with consideration to their setting, away from sensitive receptors including residents, whilst also being in proximity to primary access routes and the proposed works to construct the Project to reduce disruption and disturbance to local communities. The use and operation of construction compounds will be managed through **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments,** and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**,	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						which includes measures to control working hours, lighting, noise, traffic movements and site security. Where required, working areas screening will be installed to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Compounds will be used on a temporary basis for the duration of construction and will be decommissioned and the land reinstated following completion of works for that stage, in accordance with **Application Document 3.1 Development Consent Order.**	
8.12.45	Request to upgrade the public right of way that runs over the Fledborough viaduct near High Marnham as it has potential to be used for active travel.			X		National Grid recognises the value of environmental enhancements and community benefits in affected areas. The primary purpose of the Project is to provide nationally significant electricity infrastructure, and proposals suggested fall beyond the scope of the statutory remit of the Project however National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.	
Traffic and Transport							

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
8.12.46	Concern about the impact of construction traffic on the A57.	X				An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess PARs for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The PARs have been presented to and discussed with the relevant Local Highway Authorities (LHAs) through regular meetings and structured workshops. The identification and assessment of PARs is set out within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan (CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing. The potential impact of construction traffic on the A57 has been assessed as part of **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The TA considers existing traffic conditions, junction capacity, carriageway standard, and forecast construction vehicle movements along the A57 and connecting routes.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid will continue to liaise with LHAs to confirm suitable routeing and ensure that construction activities do not adversely affect the safe operation or performance of the A57.	
8.12.47	Concern about the impact of construction traffic on local road infrastructure, including the toll bridge in Dunham on Trent (small, single-track lanes, bridges etc.).	X				The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport,** along with dust/emissions in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and noise in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. The assessment includes **Application Document 7.15 Transport Assessment** (TA**)**. As part of the TA, National Grid has worked closely with the relevant local highway authorities to understand and gain information on the local road network, including smaller rural roads, single-track lanes, and bridges such as the toll bridge at Dunham on Trent. This information has been used to inform and guide the drafting of the **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. Where constraints have been identified, mitigation measures will be developed in consultation with the relevant highway authorities and, where applicable, bridge owners and landowners. If any section of the local road network, including the toll bridge at	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						Dunham on Trent, is deemed unsuitable for construction traffic following detailed assessment, it will be removed from the approved construction routeing plan to ensure safety and prevent damage to local infrastructure. Construction of highway mitigation measures (such as road widening and passing bays on single track roads), would be implemented at specific locations. Wherever feasible, National Grid seeks to use off-highway haul roads to reduce reliance on the public highway network. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period.	
8.12.48	Concern access routes are not suitable, as they run alongside a bridleway.			X		National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases. The Environmental Statement considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, along with dust/emissions in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and noise in **Application Document 6.16 Environmental Statement Chapter 16 Noise**	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						and Vibration. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of the **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network proposed for construction traffic movements and highlights any restrictions to such movement and, if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable. Where construction sites and temporary haul roads are required, these have been designed, operated and reinstated in consultation with the landowners and the local highway authority, to reduce impacts to local road users. Embedded measures are those that are intrinsic to and built into the design of the Project. These measures are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Measures of relevance include strategically located and optimised temporary haul roads along the Project alignment to support construction of the Project, reducing the effects of construction traffic movements on the local public highway network during construction. In addition, a comprehensive review of proposed construction access routes has been undertaken, with the aim to avoid impacting areas of population wherever possible and maximising the use of the haul road. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, National Grid sought input from landowners, residents and stakeholders to ensure	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						National Grid mitigate, where possible, any construction impacts. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid has committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period. **Application Document 7.6 Outline Public Rights of Way Management Plan** contains further detail on the interaction between haul roads and bridleways. Appropriate separation and demarcation (likely to be suitable fencing) will be put in place between any parallel construction traffic and PRoW routes to ensure the safety of PRoW users. The arrangements for such demarcated routes will be discussed with the relevant LHA PRoW Officer prior to installation.	
Walkers, cyclists and horse riders							
8.12.49	Concern about impacts on Trent Vale Trail and the cycle track to Lincoln.	**X**		**X**	**X**	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within the **Application Document 7.15 Transport Assessment**, and the environmental effects reported in the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**.	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period, including on sections of the Trent Valley trail. Where PRoW interface with construction traffic routes or active work areas, appropriate protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment (TA).** The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section. The effects on views from the Trent Valley Way have been considered in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. In Route Section 11, the proposed overhead line would be seen in the context of the existing	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						overhead lines. While a proposed overhead line would introduce more pylons in sequential views along the trail, these would be seen in the context of the existing overhead lines and would not change the overall character of the views. A minor adverse (not significant) effect has been predicted.	
8.12.50	Concern that the proposed access track from specified properties across the meadow is in a busy recreational area, providing access to the Sustrans cycle route, which is used by children, cyclists and dog walkers.				X	National Grid acknowledges the concerns raised regarding the potential effects of construction traffic and construction activities on horse riders, cyclists, pedestrians, runners, dog walkers and other vulnerable road users, including the safety of users on local roads, Public Rights of Way (PRoW), National Cycle Network routes, recreational routes and in the vicinity of schools, level crossings and other sensitive locations. The potential impacts on vulnerable road users have been considered as part of the iterative design process within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the **Application Document 7.15 Transport Assessment** (TA). The assessment has informed the construction access strategy and the development of traffic management measures to minimise interactions between construction traffic and vulnerable road users, where reasonably practicable. **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP), establishes the framework for the management of construction traffic during the construction period. Where construction traffic interfaces with PRoW, cycle routes, recreational routes or other areas regularly used by vulnerable road users, appropriate management measures will be implemented to maintain safety and minimise disruption. These measures may include temporary traffic management, signage, banksmen or traffic management operatives, marshalled	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						crossings, reduced speed limits where appropriate, and clearly defined crossing points. Where temporary closures or diversions are required, these will be managed in accordance with the **OCTMP** and **Application Document 7.6 Outline Public Rights of Way Management Plan** and implemented in consultation with the relevant highway and PRoW authorities. National Grid also recognises the importance of maintaining safe access for pedestrians, cyclists and other recreational users at locations where construction traffic may interface with popular walking, cycling and recreational routes. Construction traffic management measures will be designed to minimise disruption to these users and maintain safe passage where reasonably practicable and does not jeopardise highway safety. Where construction activities interface with other transport infrastructure, including level crossings, National Grid will continue to engage with the relevant infrastructure managers and highway authorities to ensure that appropriate traffic management measures are developed and implemented. Prior to construction, the appointed Contractor(s) will prepare a detailed Construction Traffic Management Plan (CTMP), in consultation with the relevant highway authorities, which will identify the detailed traffic management arrangements and mitigation measures required to maintain the safety of vulnerable road users throughout the construction period. The effects on views from National Cycle Network 647 have been considered in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The proposed overhead line would be seen in the context of the existing overhead lines. While a proposed overhead line would introduce more pylons in sequential views along the cycle route, these would be seen in the context of	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						the existing overhead lines and would not change the overall character of the views. A minor adverse (not significant) effect has been predicted.	
8.12.51	Concern about impacts on the public footpath at specified property, Fledborough.				X	National Grid acknowledges the concerns raised regarding the potential impacts of the Project on Public Rights of Way (PRoW), National Trails, National Cycle Network routes, bridleways and other recreational routes, including the public footpath at Top Farm, Fledborough. This includes an assessment of impact relating to temporary closures, diversions, construction access arrangements, and takes account user safety, visual amenity and requests for further information on proposed mitigation. The results of these impacts are presented within the **Application Document 7.15 Transport Assessment**, and the environmental effects reported in the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. The assessment has identified where PRoW may be temporarily affected by construction activities, including crossings, works undertaken in close proximity to PRoW and localised diversions. Where impacts cannot reasonably be avoided, appropriate mitigation measures have been developed and incorporated within **Application Document 7.6 Outline Public Rights of Way Management Plan** and the associated construction planning assumptions. All temporary closures of PRoWs and associated diversions are presented in the **Application Document 2.6 Access, Rights of Way and Rights of Navigation Plans** and **Application Document 3.1 Draft Development Consent Order**. National Grid is also committed to maintaining safety for all PRoW users throughout the construction period. Where PRoW interface with construction traffic routes or active work areas, appropriate	

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response	Design Change
						protective measures will be implemented, which may include segregation, fencing, signage and marshalled crossings where required. Safe crossing points will be provided where PRoW intersect construction routes, where reasonably practicable. The outputs of the assessment of safety of PRoW users, and other vulnerable road users including walkers, cyclists and horse-riders, is presented in **Application Document 7.15 Transport Assessment (TA).** In regard to the PRoW at in Fledborough highlighted by the respondent (FP7), this is crossed by the Order Limits and Project interaction with the PRoW comprises construction access track, pylon working areas, overhead conductor stringing, third-party access and third-party modification works. A temporary closure and diversion will required during construction. The detailed management arrangements will continue to be developed through consultation with the relevant local highway and PRoW authorities and will be confirmed prior to the commencement of construction. Temporary diversions will be removed, and affected PRoW reinstated, following completion of the works in each section.	

Table 8.13 – Summary of project-wide consultee feedback and National Grid's response

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
Air Quality						
8.13.1	Concern about air quality impacts associated with construction (dust, CO^2 emissions).	**X**				The construction phase of the Project has the potential to give rise to temporary and localised effects on air quality, primarily through dust generated from earthworks and construction activities and emissions from construction plant vehicles and equipment. Air quality effects of emissions from construction traffic are also assessed where required. Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts on air quality during construction, and an Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from construction activities in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**. Potential dust and CO^2 emissions during construction have been assessed in accordance with relevant guidance, including IAQM guidance on the assessment of dust during construction. The assessment concludes that, with the implementation of appropriate mitigation measures, the residual effects on local air quality would not be significant. These effects will be controlled and managed through the measures set out in **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments** (REAC). These documents identify specific mitigation requirements and good practice measures to be implemented throughout the construction phase to ensure environmental effects are avoided, reduced or controlled where

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						practicable. In relation to dust, measures include, but are not limited to, dampening down of exposed surfaces and haul routes, appropriate covering of vehicles transporting loose materials, wheel washing facilities where required, regular site inspections to ensure effective dust control is monitored with a log available to the relevant local authority when asked. These measures are designed to ensure that any dust impacts are localised, temporary and not significant. Construction related CO^2 emissions will be minimised through measures outlined in the CoCP and REAC and include efficient construction planning, the use of modern and well maintained plant and optimisation of logistics and deliveries. Where practicable, low emission vehicles and equipment will be used. Review of Project traffic data for the construction traffic routes and construction access tracks indicated that there are a number of links (construction traffic routes) which exceed screening (number of additional vehicles) for human and ecological receptors. However, no statutorily designated sites (Special Areas of Conservation (SACs), possible SACs, Special Protection Areas (SPAs), Potential SPAs, Ramsar sites or Sites of Special Scientific Interest (SSSIs)) lie within 200 m of the construction traffic routes which exceed the screening criteria. Therefore, in accordance with DMRB LA 105, detailed assessment of construction vehicle emissions relating to ecological receptors has been screened out of the construction vehicle emissions assessment presented in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** as impacts would be negligible. It is noted that **Application Document 6.8 Environmental Statement Chapter 8 Ecology presents** an assessment of construction vehicle emissions on any non-statutorily designated sites (such as Local Wildlife Sites (LWS)) within 200m of construction traffic routes which exceed the National Highways DMRB LA 105 traffic screening criteria. The assessment shows the impacts to sites within this distance is not significant. All impacts to human

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						receptors from construction vehicle emissions were assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** as **not significant**, given the negligible level of change in pollutant concentrations at all reported receptors, for all pollutants assessed. National Grid recognises the importance of minimising carbon emissions associated with the delivery of new infrastructure. The carbon footprint of the project including manufacture of materials, construction activities and transportation has been considered as part of the Project's design and environmental assessment as set out in as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**. The majority of construction phase greenhouse gas (GHG) emissions are attributed to embodied emissions in raw materials. The main contributor to embodied carbon would be the infrastructure associated with the Project, such as the conductors and pylons. Other emission sources include material transport, construction activities, worker transport, waste, and pre-construction demolition (for example dismantling of existing pylons and vegetation removal). National Grid is committed to reducing construction related carbon emissions wherever practicable through measures such as efficient design, use of low carbon materials where available, optimised construction logistics, utilising electric or other low-carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Greenhouse Gas Reduction Strategy**. Having regard to this mitigation the Project's contribution to GHG emissions has been

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						minimised as far as reasonably practicable. In accordance with the Institute of Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the construction of the Project and its operation are assessed as minor adverse and not significant.
Construction						
8.13.2	Construction access routes must be carefully considered. Construction traffic routes should take the least disruptive route.	X		X	X	Construction access routes have been carefully considered by National Grid as part of our iterative design process, taking into account existing highway infrastructure, land use, and potential effects on local communities. Wherever practicable, existing access points and established routes have been utilised to minimise the need for new infrastructure and to reduce disturbance. Traffic and transport effects associated with construction and operation have been assessed and are presented in **Application Document 7.15 Transport Assessment. Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** outlines appropriate mitigation measures, including the use of road widening, to ensure existing narrow roads on the routes are upgraded. This measure will help to manage vehicle movements and maintain safe and efficient access. Mitigation measures will be secured through **Application Document 7.4 Outline Construction Traffic Management Plan**, developed in consultation with the relevant highway authorities. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. These measures are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Measures of relevance to construction access include a strategically located and optimised temporary haul road along the Project alignment to support construction of the Project, reducing the effects of construction traffic movements on the local public highway, farm tracks and private roads during construction. National Grid is committed to

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						engaging with residents and wider stakeholders throughout the construction period of the Project. **Application Document 7.2 Outline Code of Construction Practice** secures construction worker training on agreed traffic routes and access points, and during construction members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of noisy activities, heavy traffic periods and start and end dates of key phasing. The Outline Code of Construction Practice also secures provision of a free telephone Project helpline during the construction period, which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the contractor(s) in a complaint register, together with a record of the responses given and actions taken.
8.13.3	Concern about construction activity (drilling, vibration, traffic movement) causing damage to property / damage to village infrastructure / National Grid should repair any damage to infrastructure.	X		X	X	Potential effects arising from construction activities, including vibration, drilling and construction traffic have been carefully considered as part of the Project design and assessment process. Construction vibration impacts have been assessed in accordance with relevant guidance and are presented within **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** The assessment considers both the potential impact upon people within buildings (i.e. disturbance), and potential damage to buildings and structures. The assessment considers reasonable worst-case construction methodologies and does not take account of potential mitigation. The construction vibration assessment has identified seven locations where there is potential disturbance to people within buildings from construction vibration, without mitigation. Of these, three relate to potential vibratory compaction activities (as a worst-case assumption), which is generally short duration (less than a day) in any one location. The remaining four relate to potential piling activities for pylon foundation construction, assuming worst-case methodologies.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Potential damage to buildings has also been assessed within **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** which confirmed that there were no buildings or structures at risk of damage due to vibration. Prior to undertaking works, the Main Works Contractor(s) would conduct a detailed construction vibration assessment based on their specific methodologies and determine specific mitigation measures, where applicable. Appropriate measures will be implemented to minimise vibration effects and protect nearby properties and infrastructure. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and relevant related management plans, including but not limited to **Application Document 7.7 Outline Noise and Vibration Management Plan**. Construction traffic movements have also been assessed within **Application Document 7.15 Transport Assessment**, with routes selected to utilise suitable existing highway infrastructure where practicable. Traffic management measures will be implemented through **Application Document 7.4 Outline Construction Traffic Management Plan** to reduce the risk of damage to the local highway network and associated infrastructure. National Grid is committed to implementing appropriate monitoring and mitigation measures during construction and, in the unlikely event that damage to property or infrastructure is demonstrated to have been caused by construction activities associated with the Project, National Grid it would take appropriate steps to address and remediate such damage in accordance with the relevant legal and regulatory requirements.
8.13.4	Concern about construction impacts causing local disruption (general).			**X**	**X**	National Grid recognises that construction activities can cause temporary disruption to local communities. Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						activity on identified receptors including residential and business related properties, ecological sites, roads and water resources. Should consent be granted, it is anticipated that construction of the Project would commence in 2028. Environmental surveys would be undertaken in 2027 ahead of pre-commencement works, including site clearance activities, the installation of temporary construction compounds and access roads. It is expected the main construction works would continue through to 2031 (four years). These potential impacts have been carefully considered during the Project design and assessment, with measures identified to avoid or minimise disruption where practicable. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans including, but not limited to **Application Document 7.4 Outline Construction Traffic Management Plan, Application Document 7.6 Outline Public Rights of Way Management Plan and Application Document 7.7 Outline Noise and Vibration Management Plan**. Together these management plans include controls on working hours, construction traffic, noise, dust and site management, and requirements for any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration and lighting, to be located away from sensitive receptors such as residential properties or ecological sites where practicable. National Grid is committed to ongoing engagement with local stakeholders and to providing advanced notice of key construction

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						activities where these may affect local residents or businesses. A free telephone Project helpline will be provided during the construction period, which members of the public can use to raise any concerns or complaints about the Project. With the implementation of the proposed mitigation measures secured through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans, construction related disruption is expected to be temporary and not significant.
8.13.5	Concern construction will impact or damage water mains / pipes.	X				National Grid recognises the importance of protecting existing utility infrastructure, including water mains and pipes during construction of the Project. The location of known utilities has been taken into account during Project design, and construction activities will be planned to avoid or minimise interaction with water mains wherever reasonably practicable. National Grid has been in dialogue with the utilities suppliers affected by the Project in order to manage and mitigate risks associated with any pipelines. The Application includes protective provisions for statutory undertakers, which are intended to safeguard existing water infrastructure and ensure that any works affecting water mains are carried out in accordance with reasonable requirements of the relevant water undertaker. The relevant consents and approvals will be sought from the statutory undertakers prior to construction with all works being in accordance with a method approved under environmental permits issued or the protective provisions of the DCO.
8.13.6	Concerned about construction compounds / concerned about location of construction compounds / concerned about the impact of construction compounds on nearby residents.			X		The location of construction compounds has been carefully considered during design of the Project, taking into account environmental constraints, existing land use, access to the highway network and the proximity of sensitive receptors. Compounds have been located within the Order Limits and sited to minimise effects on local communities and the surrounding environment. The Environmental Statement identifies and assesses the likely

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						significant effects on the environment resulting from the construction of the Project, including the temporary construction compounds, and recommends appropriate mitigation to reduce effects where required. The Project proposes 8 temporary construction compounds along the route alignment, which have each been positioned with consideration to their setting, away from sensitive receptors including residents, whilst also being in proximity to primary access routes and the proposed works to construct the Project to reduce disruption and disturbance to local communities. The use and operation of construction compounds will be managed through **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**, **which include measures to control lighting, noise, traffic movements and security,** and by Requirement in **Application Document 3.1 Draft Development Consent Order,** which includes measures to control working hours. Where required, working areas screening will be installed to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Compounds will be used on a temporary basis for the duration of construction and will be decommissioned and the land reinstated following completion of works for that stage, in accordance with **Application Document 3.1 Draft Development Consent Order**.
8.13.7	Concern about construction activity impact on resident safety.				**X**	The health and safety of the public, local communities and employees is of central importance to National Grid. Volume 6 of the Application provides an Environmental Statement (ES) that has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment, and **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** draws upon the study areas and residual effect conclusions of the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						relevant technical chapters, where applicable, to consider the extent to which potential effects may influence health and wellbeing of local residents resulting from the construction of the Project. It recommends appropriate mitigation to ensure that risks to public safety are avoided or minimised wherever practicable. Site operations will be controlled through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans, which include measures relating to site security, fencing, access, safe routeing and management of construction traffic and the segregation of construction activities from public areas, including the diversion of Public Rights of Way where required to ensure public safety (see **7.6 Outline Public Rights of Way Management Plan**). Appropriate signage, fencing and lighting will be provided to maintain safe conditions in the vicinity of construction works. National Grid will ensure that construction is undertaken in accordance with health and safety legislation and best practice. With these measures in place, construction activities are not expected to result in significant adverse effects on residents' safety.
8.13.8	Concern about the construction impact on soil quality / agricultural land.	X		X	X	National Grid has sought to limit the Project's impact on soils and agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of soils and agriculture forms part of the Environmental Statement (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on soils resulting from the construction of the Project in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils** and recommends appropriate mitigation to reduce effects. Agricultural Land Classification surveys have been undertaken to assess the land grade within the Project's Order Limits and identify site-specific soil conditions in **Application**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report. Soil management measures are secured within **Application Document 7.05 Outline Soil Management Plan** (SMP). Measures within the outline SMP include but are not limited to: how topsoil and subsoil will be stripped and stockpiled (based on detailed soil survey data); suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil; how soil stockpiles will be designed taking into consideration site conditions and the nature/ composition of the soil; specific measures for managing sensitive soils; suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works; approach to reinstating soil that has been compacted, where required; and details of measures required for soil restoration. Where land is being returned to agricultural use, the SMP commits to the appropriate soil conditions being recreated (for example through the replacement of stripped layers and the removal of any compaction). The permanent footprint of the Project is relatively small and the majority of the land will be for temporary use during construction only.
8.13.9	Ground / topsoil should be reestablished once construction has finished.			**X**		Soil management measures are set out in **Application Document 7.5 Outline Soil Management Plan** (SMP). Measures within the outline SMP include but are not limited to how topsoil and subsoil will be stripped and stockpiled (based on detailed soil survey data); suitable conditions for when handling soil will be undertaken, for example avoiding handling of waterlogged soil; indicative soil storage locations; how soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil; specific measures for managing sensitive soils; suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works; approach to reinstating

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						soil that has been compacted, where required; and details of measures required for soil reinstatement. Where land is being returned to agricultural use, the appropriate soil conditions (for example through the replacement of stripped layers and the removal of any compaction) will be recreated. Subsoil and topsoil re-use will aim to achieve the creation of the required combination of topsoil and/or subsoil to create a soil profile with the characteristics required for the proposed use, or re-create the soil profile in line with pre-existing soils, where reinstatement to previous land use and land quality is required; and prevention through careful handling and placement of soils, of compaction within the restored soil profiles that may limit vegetation establishment and growth, restrict water infiltration.
8.13.10	Concern about construction impact on Best and Most Versatile agricultural land.	**X**				The Project has sought to limit the impact on soils and Best and Most Versatile (BMV) land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. The Environmental Statement (ES) for development consent, prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'), identifies and assesses the likely significant effects on soils resulting from the construction of the Project in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils.** This also incorporates detailed Agricultural Land Classification surveys **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report** and identifies and assesses the likely significant effects and recommends appropriate mitigation to reduce effects. Where impacts on BMV land have been unavoidable mitigation measures are to be implemented to reduce effects. These include minimising the footprint of temporary and permanent works on BMV land where practicable, the use of temporary construction compounds and access routes that avoid BMV land where feasible, appropriate soil handling, storage and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						reinstatement practices to preserve soil structure and quality and post construction land reinstatement to pre-construction condition in accordance with best practice guidance allowing continued agricultural use where possible. Appropriate soil management measures are secured within **Application Document 7.5 Outline Soil Management Plan.** Impacts on agricultural land (including BMV land) was included as part of the initial routeing and siting **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS) and **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered**, and was a key technical consideration during the design evolution of the Project.
8.13.11	National Grid should include a soil health assessment of the affected fields.				**X**	The assessment of the effects on agricultural land (including Best and Most Versatile (BMV) land) and soils (impacts on soil quality and associated ecosystem services) are presented in full in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils**. A detailed Agricultural Land Classification survey has been conducted within the Order Limits of the Project and results are presented in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**.
8.13.12	National Grid should protect the local community from the impacts of construction through the choice of working times and by screening work sites using fencing.				**X**	National Grid recognises that construction activities have the potential to affect nearby residents and other sensitive receptors if not appropriately managed. Construction working hours are carefully considered as part of the Project's approach to minimising disturbance and are secured by Requirement in **Application Document 3.1 Draft Development Consent Order**. The good practice measures to reduce effects on people and local communities during construction are outlined within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Actions and Commitments and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**. The core construction working hours are between the hours of 07.00 and 19.00 Monday to Friday and 08.00 and 17.00 on Saturdays, Sundays, bank holidays and other public holidays. Construction working will be undertaken within the agreed working hours set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**, although the Requirement sets out specific activities which may take place outside the core working hours. Any such activities will be managed in accordance with the CoCP and, where required, agreed with the relevant local planning authority. Specific mitigation requirements, including fencing, are provided in **Application Document 7.3 Register of Environmental Actions and Commitments** (REAC) and secured by Requirement in **Application Document 3.1 Draft Development Consent Order.** Working areas will be appropriately fenced, with the type of fencing installed dependent on the area to be fenced and taking into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the fence used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Fencing will be regularly inspected and maintained and removed as part of demobilisation unless otherwise specified in the REAC.
8.13.13	Concern about construction traffic impact on everyday / commuter traffic. National Grid should ensure roads are kept clear of mud and right of way for vehicles on narrow roads prioritise residents over construction vehicles.	X	X		X	The potential effects on people from construction traffic has been considered within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.** Following assessment, a strategy has been developed for the Project to manage the impact of construction vehicles on the public highway and sensitive receptors, using suitable local road network

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						connections from the Strategic Road Network, these are called the Primary Access Routes for the Project illustrated in **Application Document 6.14.F1 Environmental Statement Figure 14.1 Primary Access Routes**. In addition, a temporary haul road for construction vehicles is proposed along the Project alignment, further reducing the impact of construction traffic on the local road network. Further details of the strategy are found within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). Measures within the OCTMP include the requirement for clear signage to be provided to make sure construction traffic uses the agreed routes and stays within the speed limit for construction traffic. **Application Document 7.4 Outline Construction Traffic Management Plan** includes an Outline Construction Worker Travel Plan that secures measures to ensure that National Grid and contractors will do as much as reasonably practicable to keep disturbance to the local community to a minimum and set the minimum requirement for managing construction workforce travel in a sustainable manner. National Grid recognises the importance of maintaining safe and accessible local roads during construction and has carefully considered construction traffic management in the design of the proposed development**. Application Document 7.2 Outline Code of Construction Practice** (CoCP) sets out the good practice measures to reduce effects on people and local communities during construction and includes a commitment to provide wheel washing facilities at each main compound, where appropriate. Road sweepers will be deployed on public roads where necessary to prevent excessive dust or mud deposits. While National Grid is not able to commit to ensuring residents have priority right of way over construction vehicles on narrow roads, it is looking to reduce the potential for disruption by widening some roads to improve access, which means fewer passing points, and applying traffic calming measures to keep the flow of traffic going presented in

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Application Document 6.14.F1 Environmental Statement Figure 14.1 Primary Access Routes.
8.13.14	Construction traffic should be routed along major roads / avoid local roads. Construction traffic should be routed to avoid local roads and infrastructure / local roads and infrastructure unsuitable for construction traffic / local roads are in poor condition / National Grid should repair any damage to roads.				X	The potential effects on traffic generation from construction traffic has been considered within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.** Following assessment, a strategy has been developed for the Project to manage the impact of construction traffic on the public highway by using suitable local road network connections from the Strategic Road Network, these are called the Primary Access Routes for the Project. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP defines the local road network proposed for construction traffic movements and highlights any restrictions to such movement and, if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project are reduced as far as practicable. Clear signage will be provided, plus vehicle monitoring, as set out in the OCTMP to make sure construction traffic uses the agreed routes and stays within the speed limit for construction traffic. A strategically located temporary construction haul road is proposed along the Project alignment to reduce the effects of construction traffic movements on the local public highway network during construction. In addition, a review of proposed construction access routes has been undertaken, with the aim of avoiding impacting areas of population wherever possible and maximising the use of the haul road. The review has considered the current condition of the road and assessed its suitability for use for construction traffic. Where necessary, National Grid will upgrade any roads, such as widening them and improving junctions, to ensure they suitable and safe for construction traffic.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Application Document 7.2 Outline Code of Construction Practice confirms the requirement for a record of condition to be carried out (photographic and descriptive) of the working areas, including local roads, that may be affected by the construction activities, prior to works commencing. Upon completion of the works, further surveys will be undertaken to assess the condition of the local/national road network used by the Project. Where deterioration is identified above the usual wear and tear and can be attributed to the Project, National Grid will carry out works to reinstate the roads to the satisfaction of the relevant highway authority.
8.13.15	Concern about impacts on wildlife / animals / protected species from construction activities.				**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity along the route alignment. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including Sites of Special Scientific Interest (SSSI), through avoidance or mitigation. The Environmental Statement (ES) considers the effects of the Project on wildlife, animals and protected and notable species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** assesses the effects on important ecological receptors and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Specific control and management measures are secured within **Application Document 7.2 Outline Code of Construction Practice** and the associated management plans, including **Application Document 7.8 Outline Landscape and Ecology Management Plan and Application**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Document 7.3 Register of Environmental Actions and Commitments. Contractor(s) will comply with relevant protected species legislation. Appropriate licences will be obtained where necessary from Natural England for all works affecting protected species as identified by the Environmental Statement and through pre-construction surveys. All applicable works will be undertaken in accordance with the relevant requirements and conditions set out in those licences. Construction workers will undergo training, to increase their awareness of environmental issues, as applicable to their role on the Project. Topics will include, but not be limited to, working in or adjacent to protected sites and priority habitats, protected species, management, mitigation and controls. **Application Document 5.4 Consents and Licences Required Under Other Legislation** provides detail on the additional consents and licences that are required and will be sought from the relevant bodies in advance of construction activities. Protective species licences confirmed as being required include European Protected Species (EPS) Licensing – Bats, Protected Species Licence – District Level Licensing (DLL) – Great Crested Newts, Protected Species Licence – Otter, Protected Species Licence – Water Vole, Protected Species Licence – Hazel Dormice and Badger Licence. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and local authorities, to determine a robust baseline to inform assessment. Surveys began in 2023 and are continuing through as necessary in 2026 to support the Application, based on recommendations and methods set out in relevant current guidance. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project to, as far practicable, minimise potential impacts, including on protected habitats and species. These have been presented in **Application Document 3.2 register of Environmental Actions and Commitments**.
8.13.16	Concern local infrastructure is not suitable for heavy duty construction traffic.				X	National Grid, as part of its iterative design process, has undertaken an assessment to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases along the route alignment presented in **Application Document 7.15 Transport Assessment**. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP defines the local road network proposed for construction traffic movements and highlights any restrictions to such movement and if required, controls working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable. Where infrastructure has been assessed as not being suitable, road widening has been proposed and assessed within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport.** In addition, a temporary strategically located haul road is proposed along the Project alignment to reduce the effects of construction traffic movements on the highway network during construction.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.17	National Grid should agree a programme for reinstatement of haul roads/ access tracks with landowners.			X		Where construction sites and temporary haul roads are required, these will be designed and operated to reduce impacts to local road users. **Application Document 7.2 Outline Code of Construction Practice** confirms the Project's requirement to carry out a record of condition (photographic and descriptive) of the working areas that may be affected by the construction activities, prior to works commencing. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey. Land used temporarily will be reinstated where practicable to its pre-construction condition and use. Hedgerows, fences and walls (including associated earthworks and boundary features) will be reinstated to a similar style and of similar or higher quality to those that were removed, unless otherwise agreed. Throughout the construction phase, National Grid is committed to maintaining clear and proactive communication with all landowners regarding reinstatement works and the associated programme. The National Grid Lands Team, supported by Agricultural Liaison Officers, will ensure landowners are kept fully informed about the timing, scope, and progress of reinstatement activities. All commitments made in voluntary agreements entered into with landowners or under the Development Consent Order will be adhered to.
8.13.18	Need further information on mitigation for construction activities / Mitigation should be a priority.	X				The level of detail presented during the statutory consultation in 2025 was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report and the supporting design and construction drawings (available on the Project document library and in hard copy at statutory consultation). This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA) presented as **Volume 6 Environmental Statement** (ES) of the Application for development consent. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within the ES and secured within **Application Document 7.2 Outline Code of Construction Practice** and associated management plans, which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction and **Application Document 7.3 Register of Environmental Actions and Commitments**. National Grid has also embedded mitigation measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction, and operation and maintenance of the Project. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project. **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** provides information on the key embedded mitigation measures included.
8.13.19	Request for construction works to be undertaken in daylight hours only.				**X**	National Grid recognises the importance of minimising disturbance to local communities during the construction phase. The core construction working hours for the Project will be between 07:00-19:00 Monday to Friday (except bank holidays) and 08:00-17:00 on Saturday, Sunday and Bank Holidays, as set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order**, although the Requirement also sets out specific activities which may take place outside the core working hours. Any such activities will be managed in accordance with **Application Document 7.2 Outline Code of Construction Practice** (CoCP) which sets out the good practice measures to reduce effects on people and local communities during construction, and includes a

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						commitment to communicate information about the proposed works to local communities and where required agreed with the relevant local planning authority.
8.13.20	Support for National Grid's proposed temporary and/ or permanent access roads and tracks, compounds and associated development.				X	National Grid thanks the respondent for their feedback and support of the access roads/tracks, compounds and associated development.
8.13.21	Suggestion of temporary land for construction activities.			X		National Grid has considered all requests for temporary land to be used for construction activities by the Project and assessed against Project requirements accordingly. Where appropriate, landowners have been approached by National Grid for further engagement. The Order Limits have been updated to include any temporary land identified in consultation with landowners.
Consultation						
8.13.22	Agree with the sentiment / methodology of the PEIR.	X			X	National Grid thanks the respondent for the comment and support for the methodology of the PEIR.
8.13.23	Consultation feedback will not have material impact on design / not meaningful consultation/ box-ticking exercise/ pre-determined consultation. National Grid must listen and consider feedback received / Feedback must impact design / local knowledge must be used.			X	X	National Grid has a duty to consider feedback throughout the consultation process and feedback has influenced the Project's design. Some of the changes presented at the statutory consultation were as a direct result of the information and feedback received at previous consultations. Local knowledge has been fed into the Project design where practicable The Design Development Report (DDR) 2025 prepared in support of the statutory consultation provided a detailed commentary of how consultation responses had been considered in the development of the Project's design to that point of time. The feedback received through this consultation has informed how the proposals have been developed. The way feedback has influenced the changes which have been made is set out in this report and in **Application Document 5.9 Design Development Report.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host local authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) and all relevant guidance. All views expressed, including the provision of local knowledge, in response to the non-statutory consultation, the localised non-statutory consultation and the statutory consultation (and indeed all other consultation and engagement activities undertaken by National Grid as part of the development of the project proposals) have been considered and taken into account as set out in this chapter of the report. **Section 8.7**of this Report sets out the changes made to the Project which have been influenced by consultation feedback. There will also be further opportunities for consultees, stakeholders and other members of the public to make representations as part of the DCO examination.
8.13.24	Consultation materials are biased / do not give full picture / do not mention negatives / National Grid should be more transparent and honest / questions are loaded.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the relevant local authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) and all other

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						relevant guidance. A range of consultation materials were provided by National Grid to allow respondents to give due consideration to the proposals. These materials related to the consultation, were available (online), accessible and easily interpretable allowing consultees to provide an informed response, in line with the Gunning Principles. An interactive map was, and continues to be, available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. In addition to this, National Grid held a total of nine face-to-face events along the proposed route during the statutory consultation period of 8 weeks and held six webinars across this period, providing opportunity for consultees to interrogate the consultation materials and ask the Project team questions. The feedback form provided as part of the consultation was a guide to enable consultees to provide feedback on National Grid's proposals. The feedback form included a free text box to enable people to provide any feedback they wanted. Respondents were free to answer any questions they felt most relevant. National Grid has found, in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback could be provided in any way that the consultee wished, either by using the feedback form template, by letter, or email. National Grid considers that it has been clear about the Project, the rationale behind it and how the design has been developed. National Grid considers that all the relevant information required for the public to understand and form a view on the proposals was made available including the publication of the Strategic Options Report, which considered the positive and negative findings of the options appraisal, the PEIR, which presented the potential impacts on the environment as a result of the Project and how National Grid

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						it intends to mitigate these. National Grid is not biased towards any particular technology or solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in the 2023 and 2024 non-statutory consultations and at the 2025 statutory consultation, landowner consultation and in the Development Consent Order (DCO) Application.
8.13.25	Consultation materials not clear / too much information / materials are too technical / materials should be simpler / website difficult to use/navigate / general criticism.			X	X	To support consultation, National Grid created a range of materials to enable the public to make informed decisions on the proposals. Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host local authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The materials published for the non-statutory consultation, the localised non-statutory consultation and the statutory consultation were based on the information available at that time and were of sufficient detail to enable informed feedback to be provided on the emerging scheme proposals. However, as assessments and surveys are carried out, more detail will be known and has been submitted within the Application. Throughout statutory consultation, the Project team was available at events, webinars and via email, phone and post to support understanding of the materials, if required, and to provide paper copies if requested. National Grid aims to make consultations as accessible as possible and offers a range of materials to enable this, including a community newsletter, project background

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						document and non-technical summary of the preliminary environmental information report. Alternative formats and paper copies were also available on request.
8.13.26	Consultation materials are clear / well-presented / helpful / useful.				X	National Grid thanks the respondent for these comments on the consultation materials.
8.13.27	Consultation period should have been longer to allow sufficient times for negotiations before application submitted.				X	The consultation was undertaken in accordance with the provisions of the Planning Act 2008 which were in force at that time, which required a minimum period of 28 days for receipt of consultation responses. The statutory consultation was an eight week period, commencing on the 18 February 2025 with the consultation deadline on the 15 April 2025 – in excess of 28 days. This followed the initial non-statutory consultation held in 2023 for a period of 8 weeks and the localised non-statutory consultation in 2024 held for 4 weeks. Following statutory consultation, stakeholder engagement has continued throughout the pre-application stage of the Project to enable negotiations between landowners and interested parties to continue.
8.13.28	Consultation zone should have been larger				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host local authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lay within 1 km of the draft Order Limits. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. The SCZ extended 5 km from the edge of the draft Order Limits. The SCZ included stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. Consultees in the SCZ were provided with opportunities to engage with National Grid and to provide feedback during the consultation, including receiving hard copy materials on request. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information including adverts in the local press and social media campaigns. The residents of Gringley were within either the PCZ or the SCZ, dependent on their distance from the Order Limits.
8.13.29	More consultation events should have been held.	X			X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host local authorities and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). For the statutory consultation, nine public information events and six online webinars were held. All the events were held at suitable, publicly accessible

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						venues that were within or near the Primary Consultation Zone (within 1 km of the Order Limits). The face-to-face events were held along the length of the route, at varying times through the day (including weekend and evening sessions) and events were held on two Saturdays throughout the consultation period. To support the non-statutory consultation nine in-person events and eight online webinars were held, and a further three in-person events and two online webinars were held during the localised non-statutory consultation in 2024. The Project team was available throughout the consultation period and continue to be available to answer questions through the North Humber to High Marnham Freephone number, address or email.
8.13.30	Criticism of events / staff unprepared for events / staff did not answer questions / consultation process is very poor. Staff were not able to answer questions.	X			X	The National Grid Project team has been, and continues to be, available to engage with both the public and stakeholders about the Project. The Project team has developed the proposals and works on the Project day-to-day and therefore is well placed to answer questions that arise. At each consultation event a range of technical specialists were available, including lands, consents, engineering, construction, health, compensation, external affairs and mental health support. Where questions could not be immediately answered follow ups were offered. Training for events is provided to staff members by National Grid and throughout the consultation period the Project team was, and continued to be, available to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project.
8.13.31	Praise for staff attending events / knowledgeable staff / helpful.	X			X	National Grid thanks the respondent for their comments on the staff who hosted consultation events.
8.13.32	Design / overhead lines route is not clear / materials should clearly show design.				X	National Grid notes the feedback on the consultation materials. At the statutory consultation a developed proposal was presented and feedback was invited in relation to the route alignment presented.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Plans were presented in Route Sections 1-11 with a key providing detail on what was being presented. A guide to interacting with the plans was available (and continues to be) on the Project website. All consultation materials were made available on the Project website to view and download. National Grid also provided hard copies of materials at the face-to-face consultation events and held document libraries at local information points throughout each consultation period, including the recent statutory consultation and beyond. In addition to this, where members of the public could not access materials online, they were able to request hard-copy materials from the Project team, using the Project contact details. In addition to this, where consultees encountered problems, or had questions, the Project team was available and continued to answer questions through the North Humber to High Marnham Freephone number, address or email.
8.13.33	Plans referenced in consultation documents could not be found in the online document library.				X	Consultation documents listed in Table 5.2 of the Statement of Community Consultation were uploaded to the Project website on 18 February 2025 and were available throughout the consultation period. It is noted that the PEIR made reference to Illustrative Drawings NHHM-NG-ENG-DWG-001 to 17. These illustrative drawings were intended to provide additional context on typical designs. Due to an error, Illustrative Drawings NHHM-NG-ENG-DWG-001 to 13 were uploaded to the Project website document library on 13 March 2025. NHHM-NG-ENG-DWG-0014 to 17 were uploaded following the close of statutory consultation on 19 June 2025. However, the absence of Illustrative Drawings NHHM-NG-ENG-DWG-001 to 17 did not prevent meaningful feedback being provided. The consultation did not specifically seek any comments or feedback on these illustrative drawings. One request for the NHHM-NG-ENG-DWG-0014 to 17 was received during statutory consultation and digital copies were provided to the consultee.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.34	Disagree with the sentiment / methodology of the PEIR.	X	X			National Grid acknowledges the receipt of comments regarding the PEIR. The PEIR was prepared in accordance with relevant statutory requirements, guidance and best practice using established assessment methodologies to identify potential environmental effects of the proposed development. The PEIR and the methodology applied reflect accepted professional standards including baseline data collection, impact assessment and the consideration of appropriate mitigation measures. Stakeholder engagement continued throughout the pre-application stage of the Project and, where appropriate, further assessments were actioned, including ornithological surveys, or agreement has been reached with the relevant statutory body on the methodology for the environmental assessments presented in each chapter of the Environmental Statement (ES) National Grid remains committed to transparency and ongoing engagement with stakeholders throughout the process with Statements of Common Ground having been submitted with the Application to provide evidence where agreement is held with the resulting assessments and methodologies taken following ongoing engagement
8.13.35	Further engagement requested, including with prescribed consultees, interested organisations and other developments.	X		X	X	National Grid acknowledges the importance of ongoing engagement. A wide range of stakeholders have been identified for engagement in relation to the Project. These have included statutory bodies such as local planning authorities, Environment Agency, Historic England, statutory undertakers and utility providers, land owners and occupiers affected by the proposals, local parish and town councils and other relevant interest groups or organisations with a technical or regulatory interest in the project. Stakeholders have been identified through a combination of statutory requirements, land referencing and title data, environmental and technical baseline studies, planning policy considerations and early stage consultation with relevant authorities. This process ensures that both statutory consultees and non statutory parties with a legitimate interest in the project are

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						appropriately engaged. Ongoing engagement is being undertaken through a structured programme of meetings, written correspondence, technical workshops and formal consultation exercises. This engagement is iterative and continues as the design develops enabling issues to be identified early and addressed wherever practicable. Feedback received is reviewed and where appropriate incorporated into the evolving design and assessment process. The outcomes of engagement are being documented and tracked through formal consultation records and engagement logs. In addition, where relevant matters of agreement and disagreement with key stakeholders are being captured in Statements of Common Ground. These documents will be progressed with relevant parties to clearly set out areas of agreement comment matters under discussion and any outstanding issues providing transparency in supporting the decision making process.
8.13.36	Further engagement with residents.				X	Statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) (Appendix D), which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). A consultation zone was defined to ensure stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, the Primary Consultation Zone (PCZ) and Secondary Consultation Zone (SCZ). The PCZ included communities and stakeholders whose properties lie within 1 km of the Order Limits, including those who may be directly affected by

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						the proposals. Where appropriate, boundaries were extended to include whole streets to avoid dissecting streets, hamlets or neighbourhoods. Addresses within the PCZ were sent a consultation newsletter directly at the launch of the consultation. The SCZ extended 5 km from the edge of the Order Limits. The SCZ included stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views. National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information including adverts in the local press and social media campaigns. Community update newsletters were also provided throughout the pre-application stage of the Project in September 2025, January 2026 and June 2026. Each of which were available digitally or in paper copy form. Following statutory consultation engagement with residents has been via the quarterly project update newsletter. Engagement with landowners has been ongoing through the project design and where Order Limits have been amended through design changes further consultation has taken place with those interested parties who have a new interaction with the Project or the interaction has changed. Should development consent be granted, **Application Document 7.2 Outline Code of Construction Practice** places a requirement for ongoing community engagement and provision of public information, whereby the Project is to implement a system for the provision of information to local residents and occupiers about the works. It is anticipated that a community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the works to be carried out, describing the nature of the works, the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						location and extent of the works, the duration of works and the hours to be worked.
8.13.37	Request for ongoing engagement for Persons with an interest in Land (PILS).			X		National Grid recognises the importance of maintaining effective and ongoing engagement with landowners, occupiers, tenants and others with a legal interest in land throughout the development process. Persons with an interest in land have been identified through a comprehensive land referencing exercise, including Land Registry searches, site surveys and engagement with local sources where appropriate. Engagement with effective parties has been undertaken throughout the pre-application process and will continue as the project progresses. This includes providing information on the proposals, responding to queries, discussing potential impacts on land and operations and seeking to agree access arrangements, mitigation measures and where applicable the acquisition of land rights by agreement. National Grid remains committed to engaging constructively with persons with an interest in land to minimise impacts where reasonably practicable and to ensure that concerns are considered as the design and construction planning progress. Records of engagement will be maintained throughout the project and where appropriate matters of agreement will be documented through formal agreements or other relevant project documentation. This ongoing engagement is intended to support a collaborative approach and ensure that affected parties continue to have opportunities to raise issues and receive information as the Project develops.
8.13.38	Further information is needed / not enough information to respond.	X	X	X	X	Project information is provided at the early stages so that feedback can be taken into account and inform the Project's design. The statutory consultation was supported by a wide range of documents to ensure detailed information was provided on the Project. To support responses National Grid published a project background document, community newsletter, non-technical summary of the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						PEIR, a strategic options report update, design development report, statement of community consultation, non-statutory consultation feedback report and the PEIR with associated plans and drawings, and a guide to interacting with the consultation plans. The materials published to support statutory consultation were based on the assessments at the preliminary stage and were illustrative to aid the reader. The level of detail was considered appropriate to the stage of the Project. All consultation materials were made available on our Project website to view and download. National Grid also provided hard-copies of materials at our face-to-face consultation and information points throughout the consultation period. In addition to this, members of the public were able to request hard-copy materials from the project team, using the project contact details.
8.13.39	Misleading images / content in the materials.				X	National Grid notes the feedback on our statutory consultation materials. The materials published to support statutory consultation were based on the assessments at the preliminary stage and were illustrative to aid the reader. No image was intended to be misleading or otherwise. The level of detail was considered appropriate to the stage of the Project and with the aim of not overwhelming the readability of the plans. Where consultees encountered problems, or had questions, the Project team was available and continues to answer questions through the North Humber to High Marnham Freephone number, Freepost address or email address.
8.13.40	Online consultation document is not user friendly / is too large to navigate.				X	National Grid notes the feedback on our consultation materials. The statutory consultation was supported by a wide range of documents to ensure detailed information was provided on the Project. To support responses National Grid published a project background document, community newsletter, non-technical summary of the PEIR, a strategic options report update, design development report, statement of community consultation, non-

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						statutory consultation feedback report and the PEIR with associated plans and drawings, including a non-technical summary and a guide to interacting with the consultation plans. All our consultation materials were made available on our Project website to view and download. These documents and the website library contained headers to support navigation of the documents and split the route into sections to assist users to navigate the area they were interested in. The interactive map is a tool which consultees could use to consider any impacts from their location. National Grid also provided hard-copies of certain materials at the face-to-face consultations and information points throughout the consultation period. In addition to this, members of the public were able to request hard-copy materials from the Project team using the Project contact details. In addition to this, where consultees encountered problems, or had questions, the Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email.
8.13.41	National Grid must clearly justify their choice of preferred corridor / discounted corridors.				X	Deciding where and how to build new high voltage electricity lines is a complex issue. National Grid has presented strategic options for routeing and siting of the Project in the published Corridor Preliminary Routeing and Siting Study (CPRSS) (2023), and the Supplementary Corridor Routeing Report (SCRR) (2024). The process of options appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socioeconomic, environmental, and cost implications of each option. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. At statutory consultation the reasoning for the preferred alignment for the new overhead transmission line was presented within the **Application Document 7.20 Design Development Report 2025** (DDR).
8.13.42	National Grid should take into consideration all feedback on impacts to the environment.				X	National Grid has a duty to listen to feedback throughout the consultation process and recognises the importance of considering feedback on environmental impacts. This feedback, and ongoing feedback through engagement activities, has been taken into account throughout the development of the Project. Feedback received has informed the Project design, the scope of environmental assessments, and the identification of appropriate mitigation measures. Environmental effects have been assessed in accordance with relevant legislation, guidance and best practice and the findings are reported in **Volume 6 Environmental Statement**. Where appropriate, comments received have led to refinements to the Project or further consideration of mitigation to avoid or reduce potential environmental effects. National Grid remains committed to ongoing engagement with stakeholders and to ensuring that environmental considerations continue to inform the Project as it progresses. **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments** identifies specific mitigation requirements and good practice measures to be implemented throughout the construction phase to ensure environmental effects are avoided, reduced or controlled where practicable should development consent be granted.
8.13.43	In areas where the Project may result in significant landscape and visual impacts, National Grid should provide further information, including costs			X	X	Where the Project results in significant landscape and visual impacts, National Grid has provided assessment details and mitigation approaches within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	and benefits, on discounted options (rerouteing and underground).					**Visual.** Mitigation measures are presented within **Application Document 7.8 Outline Landscape and Ecology Management Plan.** For more information relating to the optioneering please refer to **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case**.
8.13.44	National Grid should have consulted on more than one option.	**X**				As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has undertaken comprehensive routeing and siting studies to inform route identification mitigating impacts through avoidance and design. The Corridor and Preliminary Routeing and Siting Study (CPRSS) and Supplementary Corridor and Routeing Report (SCRR) 2024 reports the process undertaken as part of the Options Identification and Selection Stage of the Project. The CPRSS and SCRR set out routeing and siting activities including the identification, refinement, and assessment of options for preliminary corridors leading to the selection of the preferred corridor and route alignment. Appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of Project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. This approach is compliant with our statutory duties to be economic and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals. It would be disingenuous of us to consult on alternatives, which National Grid would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy.
8.13.45	Objection to National Grid collecting personal information / equality and diversity information.				X	The Project's data privacy notice was provided on the feedback form. This outlines how National Grid protects personal, equality and diversity information and explains that National Grid is legally obliged to handle the data in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR). Further information can be found at: nationalgrid.com/privacy-policy.
8.13.46	National Grid should provide further information on discounted options (offshore and underground).	X			X	Information relating to the optioneering is found within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case**.
8.13.47	Suggestion received for National Grid to have relevant experts / members of the Project team present at meetings.				X	There are a range of technical specialists working on the Project across lands, consents, engineering and environmental disciplines. At the statutory consultation events a wide range of experts attended the events and the webinars to ensure engagement was available. In addition, relevant project experts attend project meetings to ensure feedback is utilised within the Project.
8.13.48	Request for a response to consultation feedback form / Question asked within consultation feedback form.	X		X	X	National Grid acknowledges the submission of the consultation feedback forms and confirms that all matters raised have been reviewed and considered. Where specific questions or concerns have been submitted National Grid has provided responses within **Application Document 5.1 Statutory Consultation Feedback Report** explaining how the matter has been considered, assessed,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						addressed or incorporated into the project design, assessment or mitigation measure.
8.13.49	Support for engagement that has taken place.			X	X	National Grid thanks the respondent for their comments on the consultation process.
Cultural Heritage						
8.13.50	Concern about impact on heritage assets.		X		X	National Grid notes the concern raised and can advise that environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid heritage assets as far as reasonably practicable. Measures have been embedded into the design of the Project to avoid or reduce significant effects that may otherwise have been experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project. Those measures of relevance to heritage assets include sensitive routeing and siting to reduce as far as practicable, potential impacts on the historic environment and heritage assets, including scheduled monuments, listed buildings, conservation areas, registered parks and gardens, archaeological remains, areas of special historic landscape interest, and features of historic landscape interest. Further to this, archaeological fieldwork surveys, comprising aerial photography and LiDAR assessment, geophysical survey, and trial trenching, have informed the impact assessment process, the Project design, and helped avoid impacts to areas of high value archaeological remains where practicable. The assessment of impact on heritage assets is presented in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage** and the results of the fieldwork surveys, which have informed the impact assessment, are submitted as: • **Application Document 6.10.A5 Environmental Statement Appendix 10.5 Aerial Photography and LiDAR Report**;

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						• **Application Document 6.10.A6 Environmental Statement Appendix 10.6 Geophysical Survey Report**; and • **Application Document 6.10.A8 Environmental Statement Appendix 10.8 Archaeological Trial Trench Report**.
8.13.51	Concern about impacts on listed buildings.		**X**		**X**	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable, potential impacts on the historic environment including listed buildings informed by feedback from local communities, Historic England, and the Conservation Officers to the relevant local planning authorities. The assessment of impact on built heritage assets, which includes listed buildings, conservation areas, and non-designated buildings, is presented in **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project; these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures of relevance to listed buildings, to minimise setting change, include the Project being designed, where feasible, to be parallel or close parallel with existing overhead lines to reduce the spread of infrastructure in views. Informed by feedback from local communities, Historic England and from Cultural Heritage Advisors (Archaeological Advisors and Conservation Officers) to the relevant local planning authorities, the route has been diverted, where feasible, to preserve or minimise change to the settings of heritage assets. As a consequence, no additional measures, over and above any embedded and control and management mitigation

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						measures are required for reducing significant effects to listed buildings.
8.13.52	Need further information on mitigation measures for cultural heritage / Mitigation for cultural heritage impacts should be a priority.	X	X			Mitigation measures for cultural heritage are detailed in section 10.8 of **Application Document 6.10 Environmental Statement Chapter 10 Cultural Heritage**. Mitigation includes embedded measures such as the siting of infrastructure to avoid archaeological remains, where feasible, during construction and operation, therefore preserving them in situ. The measures to protect archaeological remains during construction and operation are detailed in **Application Document 7.10 Outline Cultural Heritage Management Plan**. Where it has not been feasible to design avoidance measures for archaeological remains that would be impacted by the Project, or where the heritage value of the archaeological remains does not merit preservation in situ, they will be archaeologically excavated and recorded in advance of construction activities. The programme of pre-construction archaeological works, which has been agreed with Historic England and the archaeological advisors to the relevant local planning authorities, and which includes on-site recording, post-excavation assessment, analysis, publication, and archiving, is secured through **Application Document 7.9 Overarching Archaeological Written Scheme of Investigation**.
8.13.53	Project violates government policy, specifically the 1989 Electricity Act's Section 38 and Schedule 9 and Electrical Networks National Policy Statement EN-5 paragraph 2.2.9, because of the lack of consideration for impact on a historic non-designated building and its surrounding landscape.			X		The Project is an application for development consent under the Planning Act 2008, rather than under the Electricity Act 1989. Section 33 of the Planning Act 2008 sets out that consent under Section 36 or 37 of the Electricity Act 1989 is not required for such an application, and therefore the Project is not subject to the consenting requirements under the Electricity Act 1989. The national policy statement (NPS) which covers developing new electricity networks infrastructure (EN-5) states that the government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						so, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the specific local environment and context. National Grid has considered the impact of the Project on historic buildings and the surrounding landscape. This has been set out within the Environmental Statement which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') providing information on the likely significant effects on the environment, landscape and cultural heritage sites resulting from the Project, as well as appropriate mitigation to reduce effects recommended including sensitive routeing and siting in accordance with the Holford Rules, as far as practicable to avoid or reduce effects on identified landscape and visual receptors, where achievable design of the Project to be parallel or close parallel with the existing overhead line to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead, rather than spreading impacts to areas not currently affected. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual within **Application Document 6.7 Environmental Statement Chapter 7 Visual**. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.
Ecology and Biodiversity						
8.13.54	Concern about construction impact on habitats.	**X**			**X**	The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. The process of routeing has taken account

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The Environmental Statement (ES) considers effects of the Project on protected and notable habitats and species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** provides an assessment of the effects that the construction and operation of the Project are likely to have on important ecological receptors. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and local authorities, to determine a robust baseline to inform assessment. Surveys began in 2023 and have continued up to submission, with those not reported in the ES to be provided as addendums during the DCO examination period. The data presented in the addendum will be supplementary, providing additional detail on matters which have been assessed. Detailed mitigation and the good practice measures to reduce effects on the environment will be secured through **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Landscape and Ecological Management Plan.** Responsibilities include the provision of an Ecological Clerk of Works (ECoW), who will monitor the works to ensure compliance with any licences, permits and consents obtained to avoid adverse

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						effects on protected species and habitats, along with ensuring compliance with environmental legislation. The ECoW will manage operatives engaged in ecological mitigation activities – such as undertaking ecological watching briefs.
8.13.55	Concern about construction impact on ornithology/birds.	X				National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ornithology through the Project design process. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement as discussed in **Application Document 5.9 Design Development Report**. Assessment of impacts on birds and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers effects of the Project on birds and identifies where further mitigation is required. Targeted bird surveys and desk study have been undertaken across the route, following a spatial and temporal scope agreed with Natural England, RSPB and local authorities, to determine a robust baseline to inform assessment. Surveys began in 2023 and have continued up to submission, with those not reported in the ES to be provided as addendums during the DCO examination period. The data presented in the addendum will be supplementary, providing additional detail on matters which have been assessed. Detailed mitigation and the good practice measures to reduce effects on ornithology will be secured through **Application Document 7.2**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and **Commitments** and **Application Document 7.8 Landscape and Ecological Management Plan.** Responsibilities include that where vegetation, structures, walls or pylons with the potential to support breeding birds is required to be removed or otherwise disturbed during the breeding bird season, the habitats affected will first be checked for signs of nesting by the Ecological Clerk of Works (ECoW) (or a suitably experienced taxon specialist supporting the ECoW if required); works would also be supervised by an ECoW if definitive evidence to prove or disprove nesting cannot be determined. Appropriate protection measures will be put in place should active nests be found. These will include exclusion zones determined on a case by case basis by an ECoW under the advice of a taxon specialist if required, around active nests until chicks fledge or nests become inactive as determined by monitoring by the ECoW, pre-works checks for nesting birds listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) will be carried out prior to site clearance or construction works within a 500 m radius of mature trees and existing pylons, and a 200 m radius from nest boxes, buildings and trees with potential to support nesting birds. The ECoW will apply pre-construction measures on a case by case basis, as required.
8.13.56	Concern about impact on ornithology /birds/Disturbance of bird migration paths.	X	X		X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ornithology and migration paths. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to take account of existing bird activity and, where practicable, seeks to reduce impacts on areas of sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Assessment of impacts on birds (including bird strike risk) and designated sites with qualifying ornithological features has been undertaken with regard to both the construction and operational phases of the Project, supported by robust baseline data, which has included movements of birds along the River Ouse corridor, to and from Blacktoft Sands RSPB and to and from adjacent terrestrial habitats, as well as monitoring the use of such terrestrial habitats by foraging Special Protection Areas (SPA)/SSSI birds. The assessments are presented in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. National Grid has engaged with Natural England, the RSPB and local authorities on aspects relating to ornithology, including appropriate mitigation measures and techniques. Detailed mitigation and the good practice measures to reduce effects on ornithology are secured through **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions** and **Application Document 7.8 Landscape and Ecological Management Plan.**
8.13.57	Bird divertors should be incorporated across all water courses as standard, with exclusions justified on a case-by-case basis.				**X**	The identification of appropriate mitigation has been undertaken in line with the mitigation hierarchy. The requirements for mitigation, including bird diverters, are identified in section 9.8 of **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**, with further details set out in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Location-specific requirements for bird diverters have been determined by detailed assessment of the relative and estimated actual levels of risk using the bird flight data collected from all vantage points. This assessment of bird flight activity is presented

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						in **Application Document 6.9.A3 Environmental Statement Appendix 9.3 Flight Activity Assessment.**
8.13.58	Concern about construction impact on wildlife.				X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity through the Project design process. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. The Environmental Statement (ES) considers effects of the Project on protected and notable habitats and species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** assesses the effects on important ecological receptors and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts on birds during the construction and operational phase of the Project. Detailed mitigation and the good practice measures to reduce effects on ecology are secured through **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Landscape and Ecological Management Plan.**
8.13.59	Concern about impact on habitats.	X			X	Through sensitive routeing and siting National Grid has sought to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys have been undertaken to identify and habitats and areas supporting protected species. The data

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						have informed the assessment of effects on important ecological features and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecological Management Plan**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Description of the Project.**
8.13.60	Criticism of BNG/BNG allows the destruction of wildlife and habitats.				**X**	National Grid notes the comments on Biodiversity Net Gain (BNG) and has commented so far as it is able to and it is applicable to the Project. BNG for Nationally Significant Infrastructure Project's (NSIPs) will become a mandatory statutory requirement for applications submitted from 2 November 2026 under the Environment Act 2021**Invalid source specified.**. National Grid's environmental and social commitments in its Social and Environmental Action Plan **Invalid source specified.** include a commitment to deliver a minimum of 10% BNG with potential for wider environmental and societal benefits for all developments for which planning permission or development consent is required. Therefore, the Project proposes to deliver 10% BNG with potential for wider environmental and societal benefits on a voluntary basis, and substantively follows the guidance set out in Nationally Significant Infrastructure Projects: biodiversity gain statement for energy **Invalid source specified.**. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						The Project has followed the environmental mitigation hierarchy through avoidance where possible, followed by appropriate environmental mitigation through on-site measures and commitments to avoid and minimise environmental impacts as detailed within **Application Document 7.3 Register of Environmental Actions and Commitments**, with any loss of habitat being enhanced through replacement planting and on-site habitat creation within the Order Limits, which can be found in **Application Document 7.8 Outline Landscape and Ecological Management Plan**. BNG does not replace existing legislation and polices that protect habitats and species. It is an additional layer of protection and enhancement which the Project has volunteered to commit to.
8.13.61	Project should achieve Biodiversity Net Gain/BNG target suggestions.	**X**				In recent years, the UK Government has introduced legislation and policy that puts biodiversity at the heart of the planning system. The Department for Environment, Food and Rural Affairs (Defra), describes Biodiversity Net Gain (BNG) as an approach to development that makes sure habitats for wildlife are left in a measurably better state than they were before development **Invalid source specified.**. The Statutory requirement for Nationally Significant Infrastructure Projects (NSIPs) to achieve a specified biodiversity gain objective (as set out in a biodiversity gain statement) will be mandatory for applications made from 2 November 2026. The biodiversity gain objective for energy NSIPs, as set out in Nationally Significant Infrastructure Projects: Biodiversity Gain Statement for Energy **Invalid source specified.**, will require that the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the on-site habitat by at least 10%. This is referred to as 10% BNG. The Project Application for development consent is being submitted prior to the 2 November 2026 and therefore the provision of 10% BNG is not mandatory. Notwithstanding, the Overarching National

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero, 2025) states that NSIPs should seek opportunities to provide BNG, including wider environmental gains and benefits to local communities and national policy priorities, where possible, and the Secretary of State should give appropriate weight to environmental net gain and BNG during decision making. However, 10% BNG is not a legal requirement for this Application for development consent. National Grid's environmental and social commitments in its Social and Environmental Action Plan (National Grid, 2026) include a commitment to deliver a minimum of 10% BNG with potential for wider environmental and societal benefits for all developments for which planning permission or development consent is required. Therefore, the Project proposes to deliver 10% BNG with potential for wider environmental and societal benefits on a voluntary basis, and substantively follows the guidance set out in Nationally Significant Infrastructure Projects: biodiversity gain statement for energy **Invalid source specified.**. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025,** and **Application Document 7.1 Biodiversity Net Gain Report.**
8.13.62	Project should provide community orchards / gardens / ponds in each village affected / purchase council land and rewild or improve it.				**X**	National Grid recognises the value of environmental enhancements and community benefits in affected areas. While the primary purpose of the Project is to provide nationally significant electricity infrastructure, opportunities for local environmental improvements and biodiversity enhancement have been considered where practicable. National Grid has incorporated landscape and ecological mitigation measures including habitat creation, planting and enhancement of existing habitats to offset impacts and improve biodiversity. Such measures are secured within **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Actions and Commitments and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Proposals for community led features such as orchard garden, ponds or the purchase and rewilding of council land fall beyond the scope of the statutory remit of the Project however in 2025, the Government published Guidance on Community Funds for Transmission Infrastructure that sets out how projects like ours can deliver a lasting positive legacy through community benefit funding. The community benefit fund on North Humber to High Marnham could be in the region of around £18 million. Any funding would be available after the Project is granted development consent and construction work has started. National Grid has carried out a community benefits survey to ask for views on how any future funding could be spent where these suggestions would be welcomed.
8.13.63	Support National Grid's proposal for environmental mitigation/BNG.	X	X		X	National Grid thanks the respondents for their comments on environmental mitigation and BNG.
8.13.64	Ecological surveys need to take place / Need to survey ecology, wildlife and habitats of the area		X			Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and where practicable, sought to reduce impacts through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and suite of ecological surveys have been undertaken to identify habitats and areas supporting protected species, including great crested newts, bats, otter, water vole, badger, and hazel dormouse, aquatic invertebrates, and fish. Furthermore, a detailed Phase 1 habitat survey has been undertaken alongside targeted botanical surveys where required and aquatic macrophytes (plants) have also been surveyed. The data have informed the assessment of effects on important ecological features and are presented in **Application Document 6.8 Environmental Statement Chapter 8**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Ecology and the associated technical appendices. Detailed mitigation and the good practice measures that will be carried out to reduce effects on important ecological features are secured within **Application Document 7.2 Code of Construction Practice, Application Document**, **7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Landscape and Ecological Management Plan**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.**
8.13.65	Concern about impact on ancient woodland / woodland areas.	**X**				Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on biodiversity and in particular features of high ecological value, such as ancient woodland. The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing woodland and, where practicable, seeks to reduce impacts through avoidance or mitigation. **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas (RPAs), tree protection measures, and mitigation for any tree losses. The findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils**. In addition, embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Those measures of relevance to ancient woodland include a standard 15m buffer from construction activities wherever possible. Detailed mitigation and the good practice measures are secured within

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Application Document 7.2 Outline Code of Construction Practice, Application Document, **7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**
8.13.66	Concern about impact on designated sites.	**X**			**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. A Habitat Regulations Assessment (HRA), which can be found in **Application Document 5.2 Habitats Regulations Assessment**, has been carried out to evaluate the likely significant effects of the Project on European sites, including the Humber Estuary SPA, Special Areas of Conservation (SAC) and Ramsar site. The HRA considers all potential impacts, including (but not limited to) hydrological and changes to air quality, noise and visual disturbance. **Application Document 5.2 Habitats Regulations Assessment** concludes that no adverse effect on the integrity of any Habitats Sites would arise from the Project alone or in combination with other plans or projects. This is based on adverse effects on the integrity of Habitats Sites being negated by a

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						combination of seasonal restrictions to works, implementation of noise and visual disturbance measures, and provision of enhanced land parcels to mitigate effect on Functionally Linked Land. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.**
8.13.67	Concern about impact on flora/plants.	**X**			**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been undertaken including a Phase 1 habitat survey, and targeted botanical surveys where areas of interest were identified within the Project study area. The study areas for ecology are presented in **Application Document 6.8.F1 Environmental Statement Figure 8.1 International Sites Designated for Nature Conservation within 10 km and National and Local Statutory Designated Sites within 5 km** and **Application Document 6.8.F2 Environmental Statement Figure 8.2 Nature Conservation Non-Statutory**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Designated Sites and Priority Habitat within 2 km. Furthermore, aquatic ecology surveys included aquatic plants. The data have informed the assessment of effects on important ecological features and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and the associated technical appendices. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.**
8.13.68	Concern about general impact on local conservation areas/wildlife sites.	**X**				National Grid recognises the importance of protecting local wildlife and conservation areas, including sites that are not formally designated and through sensitive routeing and siting has sought to reduce, as far as practicable, potential impacts on such sites. The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing habitats, species and ecological connectivity and where practicable seeks to reduce impacts on local conservation areas and wildlife sites, through avoidance or mitigation. There are 131 non-statutory sites designated for nature conservation (Local Wildlife Sites (LWS), Candidate LWS, Historic LWS, Wildlife Trust Reserves and RSPB reserves) located within the study area. Of these sites, 16 are partially located within the Order Limits. Potential impacts on these areas have been considered as part of the Environmental Impact Assessment (EIA) process for the Project. A suite of ecological surveys has been undertaken to

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						identify habitats and areas supporting protected species. The data have informed the assessment of effects on important ecological features and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and include the retention and enhancement of existing habitats (where practicable), creation of new habitats to compensate for temporary or permanent losses, sensitive scheduling of construction to avoid ecologically sensitive periods, management of construction activities to minimise disturbance dust and run off. National Grid will continue to monitor and manage ecological impacts during construction and operation to ensure that non designated sites are protected and any residual impacts are minimised. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**
8.13.69	Concern about impact on nature reserves.				**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on important ecological features, including nature reserves, through avoidance or mitigation. There are nine locally

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						important statutory sites designated for nature conservation and all Local Nature Reserves (LNR) located within the study area (within 5 km of the Order Limits) are not within the Order Limits. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and suite of ecological surveys has been undertaken to identify protected and notable habitats and areas supporting protected species. The data have informed the assessment of effects on biodiversity and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.** Measures relevant to the protection of nature reserves include siting of the proposed infrastructure within the Order Limits to minimise potential impacts on sites of ecological importance.
8.13.70	Concern about impact on protected species.	**X**			**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species. The appropriate protected species licences will be obtained from Natural England where avoidance is not possible and these will be informed through pre-construction surveys.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify notable and protected species. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan** Measures include but are not limited to pre-construction surveys to validate and, where necessary, update the baseline survey findings. The purpose of these pre-construction surveys would be to ensure mitigation during the construction phase is based on the latest protected species information. The up-to-date survey data would also be used to inform any required protected species licence applications. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to protected species. These are presented in **Application Document 7.2 Register of Environmental Actions and Commitments**. Measures relevant to the control and management of protected species include siting of the proposed infrastructure within the Order Limits to minimise potential impacts on protected species.
8.13.71	Concern about impacts on Sites of Special Scientific Interest (SSSI)	**X**				Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity, including SSSI. The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has taken account of SSSIs

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and, where practicable, has sought to reduce impacts on these areas through avoidance or mitigation. There are four SSSI partly within the Order Limits and 32 more within 5 km of the Order Limits. As part of the Environmental Impact Assessment (EIA) process for the Project, a detailed desk study plus a suite of ecological surveys has been undertaken to identify notable habitats and species. The data have informed the assessment of effects on important ecological features and the findings are presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology.** Embedded mitigation measures are those that are intrinsic to and built into the design of the Project these are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Measures of relevance to the protection of SSSIs include the avoidance of construction of new structures inside their boundaries and the application of appropriate buffers. Some tree management may be required inside the boundaries of Brantingham Dale SSSI, Humber Estuary SSSI and Chesterfield Canal SSSI, due to the operational requirements of the proposed overhead line, but this will not have a significant effect on these SSSIs. Any works carried out within the SSSIs will be in accordance with the various control documents as secured by **Application Document 3.1 Draft Development Consent Order**. With suitable mitigation, no significant effects on SSSI are anticipated due to the Project.
8.13.72	Concern about impact on trees / felling of trees / protection of trees / hedgerows. National Grid should reinstate hedgerows after construction. Land should be used for trees and hedgerows, not for pylons.	X		X	X	National Grid recognises the value of trees, hedgerows, and other green infrastructure in providing biodiversity, landscape and environmental benefits. The Project has been designed to balance the need for electricity infrastructure with environmental and land use considerations. Where practicable the design has sought to avoid or minimise impacts on existing hedgerows, trees and woodland and removal of vegetation will be mitigated through

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						appropriate reinstatement or replacement planting, and habitat enhancement in accordance with the commitments set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Where land within the Order Limits is required for the siting of electricity infrastructure to meet the needs of the energy network National Grid remains committed to maximising ecological and landscape benefits including planting in areas not directly required for pylons or operational infrastructure. **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses. Any habitat loss, including the felling of trees or hedgerow will be replaced as part of the reinstatement and mitigation planting presented within **Application Document 7.3 Register of Environmental Actions and Commitments** secured through Requirements within **Application Document 3.1 Draft Development Consent Order.** The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG) with potential for wider environmental and societal benefits on a voluntary basis. Details on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**.
8.13.73	National Grid needs to publish a detailed tree protection and vegetation impact plan.				**X**	The Project will be run in compliance with all relevant legislation, consents and permits including the limitations and requirements set out in **Application Document 7.8 Outline Landscape Environmental Management Plan. Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses. An Arboricultural Clerk of Works (ArbCoW) will be appointed who will monitor works conducted by a suitably qualified and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						experienced arborist to/within proximity to trees, including trees under Tree Preservation Orders and veteran trees, to ensure relevant control measures are in place to protect these trees. Following design and prior to pre-commencement and construction activities, site specific Arboricultural Method Statements (AMSs) will be produced together with bespoke Tree Protection Plans for the relevant works stages.
8.13.74	Concern about impact on watercourses / specific concerns regarding aquatic ecology.	X				National Grid recognises the importance of protecting watercourses and aquatic habitats. The Project has been designed to avoid or minimise effects on waterbodies and aquatic ecology wherever possible. Potential impacts on watercourses and aquatic ecology have been assessed in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** in accordance with relevant legislation guidance and best practice. **Application Document 6.8.10 Environmental Statement Appendix 8.10 Aquatic Ecology Report** sets out the methodologies and results of detailed desk studies and a suite of aquatic ecology surveys including aquatic macroinvertebrates, aquatic macrophytes (plants) and fish. These data were used to inform the baseline for the assessments presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology.** Mitigation measures will be implemented through **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Control and management measures include but are not limited to; the use of buffers and exclusion areas to protect certain watercourses. The watercourses designated as a main river, and those with Water Framework Directive (WFD) status that will be crossed by the temporary haul road will be done so using temporary clear span bridges (or other assessed and approved alternative) to avoid

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						impacts to channels and banks. Any watercourses confirmed as supporting water vole will also be crossed by clear span bridges (or other assessed and approved alternative) to protect the channel and banks. Where this is not possible, alternative suitable water habitat will be created in a suitable location to provide compensation habitat. surface water runoff, sediment and pollutants will be controlled through appropriate drainage and sediment management measures with fuels, oils and chemicals to be stored responsibly, away from sensitive water receptors. Where required, construction activities will be timed to avoid sensitive periods for aquatic species and habitat enhancement and reinstatement will be carried out where disturbance to watercourses cannot be avoided. With these measures in place National Grid considers that any residual impacts on water courses and aquatic ecology will be minimised and not significant. Engagement will continue with relevant stakeholders, including the Environment Agency, to ensure that watercourse protection measures are effective.
8.13.75	Concern about impact on wildlife.	X			X	The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of the existing natural environment and where practicable, sought to reduce impacts through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a desk study and suite of ecological surveys has been undertaken to identify habitats and areas supporting protected species. The data have informed the assessment of effects on biodiversity and are presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. Mitigation and good practice measures that will be carried out to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Application Document 7.3 Register of Environmental Actions and Commitments and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Embedded measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects to ecology and biodiversity. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**.
8.13.76	National Grid should engage with Woodland Trust with regard to ecological impacts.			X		National Grid has engaged with a range of stakeholders in regard to ecological impacts and consulted the Woodland Trust as part of the statutory consultation all feedback received has been considered. Detailed survey and assessment work has been carried out by the Project which has allowed the Project to be designed to avoid environmentally sensitive features as far as reasonably practical. The Project will embed measures into its design to avoid or reduce significant effects that may otherwise occur during its construction and operation.
8.13.77	Need further information on mitigation for ecology and biodiversity impacts / Mitigation of these impacts should be a priority.	X	X		X	The environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. The process of routeing has taken account of existing biodiversity, the natural environment and, where practicable, has sought to avoid and reduce impacts on areas of ecological sensitivity including notable and protected species and habitats, through avoidance or mitigation. As the route became refined, surveys were undertaken to identify habitats and areas supporting protected species that were considered as part of the more detailed route refinement. The Environmental Statement (ES) considers effects of the Project on protected and notable habitats and species (ecological receptors) and identifies where further mitigation is required. **Application Document 6.8 Environmental Statement Chapter 8 Ecology** provides an assessment of the effects that the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						construction and operation of the Project is likely to have on important ecological receptors. **Application Document 6.9 Environmental Statement Chapter 9 Ornithology** considers potential impacts during the construction and operational phase of the Project on birds. The assessments were informed by a suite of ecological surveys which commenced in 2023. Detailed mitigation and the good practice measures to reduce effects on the environment can be found in **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.3 Register of Environmental Actions and Commitments** and **Application Document 7.8 Outline Landscape and Ecology Management Plan.**
8.13.78	Project should deliver environmental / ecological enhancement.			**X**		In recent years, the UK Government has introduced legislation and policy that puts biodiversity at the heart of the planning system. The Department for Environment, Food and Rural Affairs (Defra), describes Biodiversity Net Gain (BNG) as an approach to development that makes sure habitats for wildlife are left in a measurably better state than they were before development **Invalid source specified.**. The statutory requirement for Nationally Significant Infrastructure Projects (NSIPs) to achieve a specified biodiversity gain objective (as set out in a biodiversity gain statement) will be mandatory for applications made from 2 November 2026. The biodiversity gain objective for energy NSIPs, as set out in the Nationally significant infrastructure projects: biodiversity gain statement for energy**Invalid source specified.**, will require that the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the on-site habitat by at least 10%. This is referred to as 10% BNG. The Project application for development consent is being submitted prior to the 2 November 2026 and therefore the provision of 10% BNG is not mandatory. Notwithstanding, the Overarching National Policy Statement for Energy (EN-1) **Invalid source specified.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						states that NSIPs should seek opportunities to provide BNG, including wider environmental gains and benefits to local communities and national policy priorities, where possible, and the Secretary of State should give appropriate weight to environmental net gain and BNG during decision making. However,10% BNG is not a legal requirement for this application for development consent. National Grid's environmental and social commitments in its Social and Environmental Action Plan **Invalid source specified.** include a commitment to deliver a minimum of 10% BNG with potential for wider environmental and societal benefits for all developments for which planning permission or development consent is required. Therefore, the Project proposes to deliver 10% BNG with potential for wider environmental and societal benefits on a voluntary basis, and substantively follows the guidance set out in Nationally significant infrastructure projects: biodiversity gain statement for energy **Invalid source specified.**. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report - 2025**, and **Application Document 7.1 Biodiversity Net Gain Report**.
8.13.79	Bird divertors should be incorporated across all water courses as standard, with exclusions justified on a case-by-case basis.				**X**	National Grid is adopting a data led approach to decision-making regarding the use of bird diverters. Bird diverters are being considered at locations where there may be a significant residual risk of bird strike with the proposed overhead line that cannot be mitigated or avoided through design or other measures. The use of bird diverters at all water crossings would not necessarily be an effective mitigation measure given that the landscape through which the Project passes is crossed by numerous small drainage ditches and other similar minor channels that would not support, in any significant numbers, bird species that are vulnerable to collisions with power lines.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.80	Opportunities for on-site BNG and enhancement of Local Wildlife Sites (LWS) sites throughout the development area should be prioritised over off-site compensation.				X	The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. The Project is currently exploring opportunities to deliver a portion of the BNG requirement within the Order Limits, in locations that will contribute to the ecological value of designated sites. The Project is linear and primarily routed across third party land, with the land being handed back to landowners and returned to its original use, as such on-site BNG delivery is constrained. Therefore, any BNG delivery targeted at enhancing statutory and non-statutory designated sites would have to be delivered through a partnership approach. If this is undertaken for the Project, National Grid will partner with trusted organisations to deliver off-site BNG habitat with potential wider environmental and societal benefits. National Grid will work with partners to identify, develop, manage and monitor sites that provide strategic value to nature. Detail on the Project's approach to voluntary BNG is provided in **Application Document 7.20 2025 - Design Development Report,** and **Application Document 7.1 Biodiversity Net Gain Report.**
Design						
8.13.81	Further assessment into offshore and subsea options/an independent review of offshore and subsea options is needed. Offshore/subsea would require less infrastructure / less land take. Overhead lines should be routed offshore/subsea.				X	National Grid has carefully considered a full range of options for the Project, including onshore, offshore and subsea alternatives as part of the options appraisal process. Comprehensive information is provided within **Application Document 7.17 Strategic Options Report and Needs Case** regarding the selection of the preferred strategic option and options discounted. This includes associated cost, environmental, socio-economic and technical considerations.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.82	Project should link to / share infrastructure with other planned projects.				X	National Grid recognises the benefits of coordinating infrastructure where opportunities exist and has considered this as part of the design process. Engagement with third party developers, is reported within **Application Document 5.11 Interrelationship Document** which details the coordination activities which have taken place and where National Grid has concluded that shared infrastructure is achievable. The ability to share infrastructure with other projects depends on a range of factors including timing, ownership, capacity, technical requirements and the delivery programmes of separate developments. Therefore, the Project includes all the infrastructure necessary to support the development and ensure it operates safely and effectively. National Grid will continue to consider opportunities for integration or coordination with neighbouring developments as those projects progress. It is therefore considered that the proposal provides suitable infrastructure to meet its needs while maintaining flexibility to explore future collaborative infrastructure opportunities where possible and appropriate.
8.13.83	Overhead lines should take shortest, most direct route.				X	As part of the design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. The design has sought to take the most direct route, in line with the Holford Rules, as a longer and less direct route would be expected to transfer effects to a greater number of other receptors. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and **Application Document 7.19 Supplementary Corridor Routeing Report** sets out the routeing

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and siting activities considered, which have informed the Project's design.
8.13.84	An alternative route should be considered.	X		X	X	Deciding where and how to build new high voltage electricity lines is a complex issue. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) reports the process undertaken as part of the Options Identification and Selection Stage of the Project. The CPRSS sets out routeing and siting activities including the identification, refinement, and assessment of options for preliminary corridors leading to the selection of the preferred corridor. Appraisal of all the identified options is undertaken using guidance (National Grid's Approach to Consenting) which provides a thorough, consistent, and transparent framework to inform the appraisal of Project options and decision-making. Its aim is to ensure that decisions regarding the Project design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and **Application Document 7.19 Supplementary Corridor Routeing Report** set out the routeing and siting activities considered, which have informed the Project's design. At the options identification, appraisal and selection stage the relative merits of each option were considered, to reach a balanced conclusion. The decision was informed by National Grid's statutory duties, the options appraisal and planning policy - including the Holford and Horlock Rules. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. The Horlock

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Rule are a complementary set of guiding principles to help design and locate substations. This approach is compliant with National Grid's statutory duties to be economic and efficient and to have regard to amenity, and aligns with national policy and guidance which National Grid is required to consider as it develops its proposals. It would be disingenuous of National Grid to consult on alternatives, which it would not choose to take forward as they did not best meet the need case or best comply with National Grid's statutory obligations and policy.
8.13.85	Concern about the scale of the overhead line infrastructure that is being proposed. Concern about the impact of pylons due to size and scale.			X	X	National Grid recognises that overhead line infrastructure can be visually prominent, and has carefully considered the design, height, and alignment of the proposed works to reduce visual and landscape effects as far as possible. Throughout the design process, operational and safety requirements have been balanced with environmental, land-use, and community considerations. **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual i**nclude a detailed assessment of landscape and visual effects which considers the scale of the overhead line infrastructure in relation to the surrounding environment, residential receptors and key viewpoints. Appropriate mitigation measures such as alignment optimisation and the use of planting and screening have been incorporated to reduce visual effects. While the overhead line must meet technical and regulatory requirements to ensure safe and reliable operation of the electricity network, National Grid has sought to minimise its scale and the environmental impact wherever possible through taking the most direct route and rationalising land take requirements of the Project.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.86	Existing infrastructure should be upgraded/wires placed on existing pylons. Project should link with existing infrastructure.				X	The transmission network in the area of the Project was primarily constructed in the 1960s, at the same time as much of the rest of the UK transmission system. It was designed to connect the in-land large coal fired power stations in the region. Following the energy shift towards the end of the 20th century, the transmission network was used to connect gas fired power stations, particularly in the Humber region. Little or no transmission infrastructure was constructed in some coastal areas, so there is currently limited ability to support new connections here. National Grid has sought to upgrade existing electricity infrastructure where it is technically and operationally feasible to do so across the transmission network. In some locations, this can include operating existing overhead lines to a higher voltage, such as from 275 kV to 400 kV thereby reducing the need for entirely new infrastructure. However, such upgrades are not feasible in all circumstances. The ability to uprate existing overhead lines depends on a range of factors, including the design and condition of existing pylons, required safety clearances, electrical performance, system resilience and the need to maintain network operation during construction. The Project has demonstrated that uprating existing infrastructure would not meet the technical and operational requirements in **Application Document 7.17 Strategic Options Report Needs Case**. As a result new infrastructure is required to ensure a safe reliable and efficient electricity network capable of meeting future demand. National tests or where practicable to align new infrastructure with existing corridors and to minimise environmental and community impacts. National Grid's duties are placed upon it by the Electricity Act 1989 and under the terms of its Transmission Licence. In accordance with Section 9 of the Electricity Act, National Grid is required to develop and maintain an efficient, coordinated and economical system of electricity transmission. National Grid's Stakeholder,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Community and Amenity Policy[47] sets out how the company will meet this Schedule 9 duty through only seeking to build new lines and substations where the existing transmission infrastructure cannot be upgraded technically or economically to meet transmission security standards. National Grid agrees that, where practicable, new infrastructure should make use of or align with existing infrastructure to reduce environmental and community impacts. This principle has informed the design of the Project. An embedded mitigation measure of the Project is the close alignment of the new overhead line with existing overhead lines were feasible. This approach helps to limit the creation of new corridors, reduces landscape and visual effects and minimises disturbance to communities and the wider environment. The feasibility of linking with existing infrastructure has been assessed alongside technical, safety, operational and environmental considerations. The rationale for the selected approaches are set out in **Application Document 5.9 Design Development Report** and **Application Document 7.17 Strategic Options Report Including Needs Case.**
8.13.87	Holford rules/Horlock rules must be followed.	**X**				The Holford and Horlock rules are recognised industry guidelines that inform the routeing and siting of electricity transmission infrastructure. The Horlock rules are complimentary to the Holford Rules and focus on the detailed sighting and design of substations and associated infrastructure, the Project does not include the development of substations. The routeing of the Project has been undertaken with due regard to these the Holford Rules alongside environmental, technical, engineering, safety and land use considerations. The Project has sought to avoid or minimise effects on residential areas, landscape character, visual amenity and

[47] National Grid's Stakeholder, Community and Amenity Policy (2025): https://www.nationalgrid.com/document/566431/download (note the guidance that was followed for the statutory consultation held in February 2025 was updated in November 2025 and the previous guidance is no longer available on the National Grid website).

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						environmentally sensitive locations where reasonably practicable. The route selection process has involved the assessment of alternatives and the balancing of multiple constraints and opportunities to identify the preferred solution. Compliance with the Holford rules is an important consideration within the overall design process however these guidelines are not applied in isolation and must be considered alongside other statutory, environmental, technical and operational requirements. The Environmental Impact Assessment and supporting Application documents explain how these considerations have influenced the development of the proposal. This includes a landscape and visual assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** in which the embedded measures of the Project design are provided, which include the sensitive routeing and siting of transmission infrastructure in accordance with the Holford Rules as far as practicable. it is therefore considered that the Project has had appropriate regard to the Holford rules within the process. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.
8.13.88	Long term benefits of undergrounding/offshore outweigh short term benefits of overhead lines. Overhead line are short-term solution / Long-term solutions (underground and offshore) should be used.				X	National Grid has carefully considered a full range of options for the Project, including onshore, offshore and subsea alternatives as part of the options appraisal process. Comprehensive information is provided within **Application Document 7.17 Strategic Options Report and Needs Case** regarding the selection of the preferred strategic option and options discounted. This includes associated cost, environmental, socio-economic and technical considerations.
8.13.89	Preference for modern or smaller/T-Pylons/more aesthetically pleasing			X	X	National Grid had considered alternative designs for the pylons, including the monopole 'T-pylon', and lower-height lattice pylons.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	pylons should be used to reduce visual impacts and/or disruption to communities.					The selection of a lattice pylon design has been taken forward within the Project as it is considered to be the most appropriate pylon type to keep a consistent appearance with the existing 400 kV overhead line infrastructure in the landscape, therefore having the least visual impact on communities. The selection of pylon type has been carefully considered, taking into account technical performance, safety requirements, cost, constructability and environmental impacts including visual impacts and disruption to communities. **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual** includes an assessment of both landscape and visual effects which considers the form, scale and appearance of the proposed pylons. In addition to pylon design, measures such as micro siting, optimised piling, and landscape mitigation have been incorporated to reduce visual effects and minimise disruption to communities **Application Document 5.9 Design Development Report** providing information on pylon selection. The visual assessment has informed the location and alignment of the transmission line and the choice of pylon to reduce visual impacts during operation. The selected design has therefore been taken forward based on a balanced consideration of all relevant technical environmental and operational factors.
8.13.90	Overhead line technology is outdated / inefficient / will need to be replaced in the future.				**X**	Technologies continue to develop and National Grid continually assesses new technologies and looks to implement and utilise these where they offer the best overall solution. However, overhead transmission lines remain the established and widely used technology for the bulk transfer of electricity across national transmission networks. They continue to be deployed for new transmission infrastructure projects within the UK and internationally due to their proven reliability, operational performance, maintainability and ability to transmit large amounts of electricity efficiently over long distances. The Project has been

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						designed to meet current and forecast electricity transmission requirements and forms part of a long term strategic investment in the electricity network. The technology is well understood, supported by established maintenance practices and has an operational lifespan measured in many decades. When necessary, components such as conductors, insulators and fittings can be upgraded or replaced during the life of the asset without requiring wholesale replacement of the transmission line. The selection of overhead line technology has been informed by environmental, economic and operational considerations. It is therefore considered to represent an appropriate, proven and future ready solution that is capable of supporting the UK's evolving energy system over the long term. There is no expectation that the proposed infrastructure would require replacement in the near future as a result of technology or obsolescence Alternative technologies were investigated for the Project, these included an offshore connection using direct current technology, and various onshore connection options including increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current overhead line and underground cables; and gas insulated line. Further information including a full evaluation of lifetime costs for each alternative was presented in the Strategic Options Report Update 2025 (SOR) at statutory consultation. The SOR concludes that an overhead line continues to provide the best balance between capital cost, capacity, environmental impact and lifetime operating costs for this project. **Application Document 7.17 Strategic Options Report Needs Case** provides an update to the SOR.
8.13.91	Overhead lines require further maintenance/higher long-term costs.				**X**	National Grid acknowledges the concerns raised regarding maintenance requirements and long-term costs. Both overhead

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and underground electricity transmission infrastructure have different maintenance, operational, and cost characteristics, which have been considered as part of the options appraisal **Application Document 7.17 Strategic Options Report Needs Case.** National Grid has no preferred technological solution. Overhead lines generally allow for routine inspection, fault identification, and repair to be undertaken more quickly and efficiently than underground cables where faults can be harder to locate and repairs more complex and disruptive. While overhead lines require periodic maintenance, this is planned and forms part of the National Grid standard network operations. Underground cables can have higher capital costs and more complex repair requirements, particularly in the event of a fault, which can result in longer outages, greater disruption to land and communities and higher whole life costs. These factors, alongside environmental, technical and deliverability considerations, have been taken into account when selecting the proposed solution for this project. National Grid considers that the chosen approach represents a balanced and proportionate solution that is technically robust, cost effective over its operational life and consistent with regulatory and policy requirements. The rationale for the selection of overhead line infrastructure is set out in **Application Documents 7.17 Strategic Options Report Including Needs Case.**
8.13.92	Overhead lines should avoid villages/residents/properties/populated areas. Overhead lines should route around villages/towns.	X			X	National Grid recognises the importance of minimising impacts on communities and has sought to avoid villages, communities, residential properties and populated areas wherever practicable in routeing and design of the Project. The Project does not route through villages, and avoids the oversailing of properties. Where complete avoidance of a populated area is not possible due to technical, environmental or land use constraints National Grid has sought to maximise separation distances, make use of existing infrastructure corridors and carefully site pylons to reduce visual and amenity impacts. Potential effects on residential receptors

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						have been assessed as part of the Environmental Impact Assessment and appropriate mitigation measures such as alignment optimisation and landscape planting have been incorporated where practicable. Route selection and alignment have been informed by established best practice, including the Holford rules, a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, with the aim of avoiding settlements and reducing effects on residential amenity.
8.13.93	Overhead lines should be routed in close parallel with existing overhead lines.	X			X	As part of the design process, National Grid has sought to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the Project follows a close parallel with the existing overhead line to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. Route Sections 2 to 5 and 7, as presented at statutory consultation, have been designed to be parallel or closely parallel with the existing overhead line. This is to reduce the overall extent of environmental impacts arising from the Project through reducing the spread of infrastructure in the area. It also helps form a coherent appearance, in line with Holford Rule 6. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. In Route Sections 1, 6 and 8 to 11, constraints such as wind farms and settlements have resulted in routeing further from the existing overhead line. Further details of routeing selection are within **Application Document 5.9 Design Development Report.**
8.13.94	Overhead lines should be routed in/under rivers.	X			X	National Grid has carefully considered a full range of options for the Project, including onshore, offshore and subsea alternatives as part of the options appraisal process. Comprehensive information is

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						provided within **Application Document 7.17 Strategic Options Report and Needs Case** regarding the selection of the preferred strategic option and options discounted. This includes associated cost, environmental, socio-economic and technical considerations.
8.13.95	Overhead lines should be routed underground.	X		X	X	National Grid has carefully considered the feedback received during the consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB)), potential adverse landscape and visual impacts of an overhead line that may make it unacceptable in planning terms when taking account of the specific local environment and context. An assessment of the visual effects arising from the Project has been carried out within **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The assessment has concluded that, in this context, it is considered there are insufficient policy justifications to use underground cabling in this section.
8.13.96	Concern about some areas being expected to have two major power lines so close together				X	National Grid recognises that the concentration of electricity transmission infrastructure within some parts of the Project area and the concern that communities may be expected to accommodate two major power lines in close proximity. The need for new transmission infrastructure is driven by wider electricity network requirements and the need to connect new sources of generation, like new offshore wind farms, while maintaining a secure and reliable electricity supply. The Project will add much-

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						needed capacity, upgrading the electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire. All the options considered in the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025) SOR met the technical appraisal requirements of the need case, though some deliver greater benefits over others with the new overhead line connection between new Birkhill Wood substation to new High Marnham substation having been assessed as preferred for technical, environmental, socio economic and cost reasons. The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025). The further updated document is presented as **Application Document 7.17 Strategic Options Report Including Needs Case.** Where existing transmission infrastructure is present there can be benefits to locating new infrastructure within the same broad corridor where appropriate. This approach can reduce the need to introduce transmission infrastructure into previously unaffected areas, minimise the overall geographic extent of impacts and make use of established utility corridors. However, routeing decisions must also take into account safety clearances, engineering requirements, environmental constraints and impacts on communities and landscape. The Environmental Impact Assessment considers the cumulative effects of the Project alongside existing infrastructure and identifies appropriate mitigation measures where required. While it is recognised that communities may have concerns regarding the presence of multiple transmission lines the proposed route has been selected following a balanced assessment of all relevant factors and seeks to minimise overall impacts as far as reasonably

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						practicable. It is therefore considered that the proximity of the proposed line to existing transmission infrastructure reflects the outcome of the route selection process and the need to balance local, community, environmental, technical and national electricity network considerations.
8.13.97	General opposition to overhead lines/pylons/Overhead lines/pylons should not be used.	X		X	X	National Grid acknowledges the concerns and opposition expressed in relation to overhead lines and pylons. The visual and community impacts of overhead line infrastructure are recognised and have been carefully considered throughout the design and assessment of the Project. The need for overhead line infrastructure has been assessed alongside alternative options including underground and offshore solutions. This assessment presented in **Application Documents 7.17 Strategic Options Report Including Needs Case** took into account technical feasibility, environmental effects, deliverability, cost, system reliability and regulatory requirements. For this project overhead line is the preferred technology type to provide a safe, reliable and efficient electricity transmission connection that meets national energy needs. The Project has been designed to minimise impacts with embedded mitigation measures that include careful route selection informed by the Holford rules, close alignment with existing infrastructure corridors where practicable, optimised pylon siting and the incorporation of landscape and environmental mitigation to reduce effects on communities and the environment. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. The rationale for the selection of the overhead line infrastructure including the consideration of alternatives is set out in **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.98	Preference expressed for the eastern corridor presented in the localised non-statutory consultation 2024.				X	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation informed a Project decision to not route within the eastern corridor. The assessment identified the potential for adverse visual effects arising from the scale of the proposed infrastructure and its combination with existing overhead lines between Sturton le Steeple and Ragnall. However, it concluded that views across the Trent Valley were already influenced by electricity transmission infrastructure and that the proposed route would largely reinforce an existing pattern of development rather than introduce a new feature into an unaffected landscape. Potential effects on heritage assets and ecological receptors were also identified, although National Grid considered that these could be minimised through careful route alignment and pylon siting during the next stage of the design process The appraisal also identified a number of environmental and land use constraints. Much of the eastern corridor was located within the River Trent floodplain and within Flood Zones 2 and 3. Although the assessment concluded that overhead lines could operate safely within areas at risk of flooding, it recognised that construction and maintenance activities could be more challenging due to issues such as waterlogging, restricted access and potential programme delays. Appropriate foundation design, drainage measures and access arrangements were therefore considered necessary. Temporary disruption during construction was also identified as a potential issue for users of the Local Road Network, railway infrastructure, recreational routes, neighbouring farms and other developments within the eastern corridor From a technical perspective, the assessment identified several engineering challenges associated with the eastern corridor. These included potential interactions with an existing National Grid Electricity Distribution (NGED) 132 kV overhead line, which would

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						have required diversion, undergrounding or reconfiguration, together with constraints arising from close parallel routeing alongside existing transmission infrastructure. Additional complexity was associated with railway crossings, which could have required additional tension pylons, while access across much of the corridor was considered potentially difficult due to the limited availability of major roads, the presence of railway lines, numerous field drains and watercourses, and the need to accommodate construction and maintenance activities within these constraints. There were also several proposed NSIP developments and associated planning applications in the vicinity of West Burton and Cottam Power Stations that were partially or fully within the eastern corridor bringing additional design and coordination complexities when determining an overhead line route within this corridor. As such, it was concluded that the western corridor between South Wheatley and High Marnham was preferred (subject to some amendments in the West Burton area) and the original findings of the CPRSS 2023 remained valid. Further details of the South Wheatley to High Marnham corridor are set out in **Application Document 7.19 Supplementary Corridor and Routeing Report and Application Document 7.20 Design Development Report 2025**.
8.13.99	Pylons should be designed to match others in the area.				**X**	National Grid had considered alternative designs for the pylons, including the monopole 'T-pylon', and lower-height lattice pylons. Within the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') the likely significant effects on the environment resulting from the construction of the Project have been considered with appropriate mitigation to reduce effects recommended. Through the landscape and visual assessments presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Application Document 6.7 Environmental Statement Chapter 7 Visual it has been recommended that the selection of a lattice pylon would be the most appropriate pylon type to keep a consistent appearance with the existing 400 kV overhead line infrastructure in the landscape.
8.13.100	Supportive of the design of the pylons.				X	National Grid thanks the respondent for their feedback and support on the design of the pylons.
8.13.101	Underground cables less susceptible to impacts from severe weather/ risk of power outages due to severe weather.				X	Overhead lines are designed to remain generally robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. This is one of the reasons that the majority of the existing National Grid network is made up of overhead lines which are very reliable forms of power transmission. Overhead line provides a technically robust, efficient and deliverable solution for this Project, consistent with regulatory and policy requirements.
8.13.102	Suggestion to use brown field sites / route to past Scunthorpe to avoid use of farmland and be a more direct route.				X	National Grid recognises the value of brownfield land for development where practicable. The sighting of the project has been guided by technical feasibility, operational requirements, environmental constraints, land availability and safety considerations. Overhead electricity transmission infrastructure requires a continuous, linear route with specific design and safety parameters, including clearances, space, and accessible construction and maintenance. These technical and operational requirements limit the suitability of brownfield sites for the overhead line alignment. The findings and justifications for the selection of the route corridor which has been selected for the alignment was presented within **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS), and **Application Document 7.19**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Supplementary Corridor Routeing Report (SCRR) with **Application Document 7.20 Design Development Report 2025** (DDR) providing detail on the route alignment presented at statutory consultation. Within the CPRSS a route to the south west of Scunthorpe was appraised (Corridor 4) and was determined to have the potential for a number of adverse impacts throughout Corridor 4 across the environmental and socio-economic topics considered. These are primarily in relation to landscape with potential adverse impacts on landscape character as a result of large river crossing pylons and routeing across low-lying land; and visual with potential adverse impacts on residential properties, settlements and users of recreational sites. Additionally, parts of corridor 4 were deemed to be technically complex increasing the risks associated with construction and delivery as well as the potential for system and network issues. It has not, therefore been possible to route as requested in this feedback.
Economic						
8.13.103	Compensation costs such as for land, convenience, loss of earnings and ongoing compensation for homeowners living nearby are missing from the comparisons.				X	National Grid recognises the importance of fair and appropriate compensation for land owners affected by the Project. Compensation for land acquisition, temporary use, inconvenience, loss of earnings, and ongoing rights is addressed through the Compensation Code which is standard industry practice. These provisions ensure that land owners are compensated in accordance with relevant legislation and guidance. While compensation is a consideration it does not form part of the technical or environmental comparison of options which is intended to identify the most appropriate solution from a design, safety, operational and environmental perspective.
8.13.104	Concern costs aren't accurate / full economic cost breakdown should be provided for all options.	X			X	The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for the statutory consultation and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						was presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025). For more information relating to the optioneering please refer to **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case**.
8.13.105	Underground routes would be the cheaper long-term option.				X	National Grid acknowledges that underground cables can have advantages in certain respects. However, the overall capital and whole life costs of undergrounding are generally higher than overhead lines. **Application Document 7.17 Strategic Options Report Needs Case** provides a full evaluation and costs used in our assessments. The selection of overhead line infrastructure for the Project reflects a balance of technical feasibility, deliverability, operational reliability, environmental impact and whole life costs. National Grid is regulated by Ofgem (the Office of Gas and Electricity Markets) who is the government regulator for gas and electricity markets in Great Britain. It is a non-ministerial government department and an independent National Regulatory Authority whose role is to protect existing and future consumers' interests in the transition to more renewable and more secure energy supplies. It does so by regulating network companies through a price controls regime. Ofgem's role in transmission projects is to decide on whether their funding case is efficient and delivers value for the bill payer to whom the costs are eventually passed. National Grid is required under the Electricity Act 1989 to develop proposals in a manner that is efficient, coordinated and economical, and to have regard to people and places. Each network upgrade will be considered on its individual merits. In this situation an overhead line provides a technically robust, cost effective and deliverable solution consistent with national policy regulatory requirements and safety standards.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.106	National Grid should share the detail cost calculations comparing undergrounding overhead lines.				X	At statutory consultation the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025) provided the economic appraisal of the strategic options in Appendix D and included the capital and maintenance costs for both an overhead line and underground cable solution. This report has been updated for the Application and is found within **Application Document 7.17 Strategic Options Report Needs Case.**
8.13.107	Cost is the clear driver / profit clear driver for infrastructure locations / other factors (people, environment, wildlife) should be given equal or more weight in decisions-making.	X		X	X	National Grid recognises the importance of considering social, environmental and ecological factors alongside technical and economic considerations. Decision making for the Project has been guided by a balanced appraisal taking into account environmental impacts, biodiversity, land use, community effects, technical feasibility, deliverability and cost. While cost and deliverability are important factors in ensuring the Project is feasible and can be delivered safely, community and environmental protection are embedded in the design and assessment process. This includes alignment with the Holford Rules, which are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, to ensure avoidance of sensitive receptors where practicable, incorporation of mitigation measures and compliance with statutory environmental obligations. **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered** demonstrate that environmental and social considerations have informed the selection of the route alignment, alongside technical and economic factors ensuring a proportionate and responsible approach to infrastructure development.
8.13.108	Queries about whether the Project could get cancelled/ seeking confirmation of funding received.				X	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System. The Project would reinforce the local transmission network which

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030. The needs case was presented within the Strategic Options Report 2023, updated in 2025 and at statutory consultation and has been updated for the Application and presented in **Application Document 7.17 Strategic Options Report Needs Case.** The need for the Project is reviewed at each critical stage of the delivery process and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation show a clear need for the Project. The Project is within the Accelerated Strategic Transmission Investment (ASTI) framework. Ofgem have published the ASTI decision, which provides detail on the funding process for ASTI projects. Further information can be found in **Application Document 4.2 Funding Statement.**
8.13.109	Concern about cost of ongoing maintenance of overhead lines.				X	The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025). At the initial appraisal stage, National Grid prepares estimates of the capital and lifetime costs that are expected to be incurred during the design lifetime of the new assets. Capital and lifetime costs include maintenance over the lifetime of the relevant infrastructure (National Grid expects an initial design life of around 40 years, based on the specified design life of the component parts, although pylons can be easily refurbished and so substantial pylon replacement works are not normally required at the end of the 40 year life design). The costs presented are based on the most up to date assumptions with a full evaluation and costs used in

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessments found in **Application Document 7.17 Strategic Options Report Including Needs Case.**
8.13.110	Cost shouldn't be main factor when making decisions around undergrounding or offshore / Benefits of underground/offshore to overhead lines outweigh financial costs.				X	Whilst cost is a factor in the design process, National Grid seeks to develop the most appropriate design taking into account the engineering solution, environmental factors and cost in accordance with our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers. National Grid has carefully considered the feedback received during the consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling for this Project. For more information relating to the optioneering please refer to **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case**.
8.13.111	Costs are mispresented / unproven.				X	The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for our statutory consultation and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025). At the initial appraisal stage, National Grid prepares estimates of the capital and lifetime costs that are expected to be incurred during the design lifetime of the new assets. Capital and lifetime costs considers a range of factors including cost of operation over 40 years. The costs presented within the Strategic Options Report are based on the most up to date assumptions with a full evaluation and costs used in our assessments provided in Appendix D of the report.
8.13.112	Decision to use overhead line is politically motivated / political decision to save money.				X	National Grid recognises the importance of considering social, environmental and ecological factors alongside technical and economic considerations. Decision making for the Project has been guided by a balanced appraisal taking into account environmental impacts, biodiversity, land use, community effects, technical feasibility, deliverability and cost. While cost and deliverability are important factors in ensuring the Project is feasible and can be delivered safely, community and environmental protection are embedded in the design and assessment process. This includes alignment with the Holford Rules, the avoidance of sensitive receptors where practicable, incorporation of mitigation measures and compliance with statutory environmental obligations. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. National Grid has sought to develop the most appropriate design taking into account the engineering solution, environmental factors and cost in accordance with our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						amenity. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on assessments to date, there are insufficient policy justifications to use underground cabling for this Project. **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered** demonstrates that environmental and social considerations have informed the selection of the route alignment, alongside technical and economic factors ensuring a proportionate and responsible approach to infrastructure development.
8.13.113	Concern about economic impact on farmland.			X	X	National Grid is and will continue to work with farmers who may be directly affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to limit disruption where practicable. National Grid has been working closely with directly impacted landowners who may be affected by the proposals, in order to minimise impacts on their land and operations, and the Project's impact on the wider area. This has included the micro siting of pylons where feasible and use of requested access tracks to minimise disruption.
8.13.114	Concern about impacts on local economy.				X	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to businesses. To reduce potential impacts, National Grid has identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Where impacts on businesses, leisure and tourism have been identified these have been presented within our socio-economic

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessment which is undertaken as part the Environmental Impact Assessment (EIA). This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the assessments are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism.**
8.13.115	Concern about impact on local tourism business.				X	National Grid recognises that tourism is an important consideration for local communities and the economy. Potential effects on tourism have been considered as part of the Environmental Impact Assessment, including the assessment of landscape and visual impacts, accessibility and amenity. Routing and design of the Project have sought to avoid sensitive tourist areas and viewpoints were practicable. Where avoidance is not possible mitigation measures such as careful alignment, screening and landscaping have been incorporated to reduce visual intrusion and minimise disruption to visitors. **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism** concludes that with these measures in place residual effects on tourism are expected to be temporary and not significant.
8.13.116	Concern about impact on modern agricultural systems, including GPS systems on tractors.			X		National Grid seeks to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. It has, and will continue to, work with all landowners who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. National Grid has sought to work with the farming community to limit disruption where practicable, this has included the micro siting of pylons, consideration of suitable access tracks and providing prior warning of works which may result in the need to move livestock during construction. Where any land damage or general disturbance is experienced, National Grid will compensate for those losses on

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						production of evidence. A Land Officer(s) will be assigned to the Project throughout the construction phase and will work closely with landowners and occupiers to discuss access, timings and security mitigation measures.
8.13.117	Project is a waste of money / not a good use of money / too expensive/ taxpayer money shouldn't be used / shareholder profit should be used.				X	The needs case for the Project was presented in the Strategic Options Report as part of the stage one non-statutory consultation in 2023. This report was updated for the statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (SOR) (2025) in **Application Document 7.17 Strategic Options Report Including Needs Case** At the initial appraisal stage, National Grid prepared estimates of the capital and lifetime costs that are expected to be incurred during the design lifetime of the new assets. For more information relating to the optioneering please refer to **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case**. The costs of National Grid infrastructure are paid for by the users of the electricity network, including the bill paying consumers. National Grid is regulated by Ofgem (the Office of Gas and Electricity Markets) who is the government regulator for gas and electricity markets in Great Britain. It is a non-ministerial government department and an independent National Regulatory Authority whose role is to protect existing and future consumers' interests in the transition to more renewable and more secure energy supplies. It does so by regulating network companies through a price controls regime. Ofgem's role in transmission projects is to decide on whether their funding case is efficient and delivers value for the bill payer to whom the costs are eventually passed.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.118	The Project should provide local jobs / employment opportunities.				X	National Grid recognises the potential benefits of the Project in supporting local employment and the local economy. Opportunities for employment during construction, operation and maintenance of the Project have been considered and contractors are encouraged to engage with local supply chains and workforces where practicable. While the delivery of school positions is dependent on technical and safety requirements National Grid is committed to promoting training, apprenticeships and engagement with local businesses to maximise opportunities for the local community details of employment initiatives and skills development may be provided through community engagement and Project updates as construction progresses. National Grid promotes the use of local supply and small and medium enterprises (SMEs) through the main contractors. As set out **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism,** drawing from experience from other National Grid projects, it is likely that approximately 10% of the workforce could be secured from the local labour market. **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism** Prior to the commencement of construction works, National Grid and the Main Works Contractor(s) will produce and comply with a Skills, Supply Chain, and Employment Plan, as secured through a commitment within **Application Document 7.3 Register of Environmental Actions and Commitments.** considers the potential effects on the local economy.
8.13.119	Concern that pursuing Net Zero will cause energy prices to rise.				X	The Government, in its Clean Power 2030 Action Plan, states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future electricity demand (potentially doubling by 2050). To achieve this the Action Plan has outlined a plan to increase energy from offshore wind to 43 -50 GW by 2030, 27-29 GW of onshore wind, and 45-47 GW of solar power, significantly

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						reducing our fossil-fuel dependency. Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. Whilst there are costs in the short to medium term due to infrastructure and transition costs in the long term this well managed approach and shift to clean energy will enable a stabilisation and reduction in prices with increased energy security.
8.13.120	Concern about impact on income because of land loss.			X		National Grid recognises that the use of land for the Project may have financial implications for land owners and tenants. Compensation for loss of income, use of land or other financial impacts is addressed under statutory compensation provisions including those provided through the compulsory purchase order regime and standard industry practice. Where land is required National Grid is committed to engaging with land owners to ensure that appropriate compensation is provided in accordance with statutory requirements, including for temporary use, permanent land take and any associated loss of earnings.
8.13.121	Upgrading / undergrounding existing overhead lines would be a better use of money.				X	The transmission network in the area of the Project was primarily constructed in the 1960s, at the same time as much of the rest of the UK transmission system. It was designed to connect the in-land large coal fired power stations in the region. Following the energy shift towards the end of the 20th century, the transmission network was used to connect gas fired power stations, particularly in the Humber region. Little or no transmission infrastructure was constructed in some coastal areas, so there is currently limited ability to support new connections here.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						National Grid has sought to upgrade existing electricity infrastructure where it is technically and operationally feasible to do so across the transmission network. In some locations, this can include operating existing overhead lines to a higher voltage, such as from 275 kV to 400 kV thereby reducing the need for entirely new infrastructure. However, such upgrades are not feasible in all circumstances. The ability to uprate existing overhead lines depends on a range of factors, including the design and condition of existing pylons, required safety clearances, electrical performance, system resilience and the need to maintain network operation during construction. The Project has demonstrated that uprating existing infrastructure would not meet the projects technical and operational requirements in **Application Document 7.17 Strategic Options Report Needs Case**. As a result new infrastructure is required to ensure a safe reliable and efficient electricity network capable of meeting future demand. National tests or where practicable to align new infrastructure with existing corridors and to minimise environmental and community impacts. National Grid's duties are placed upon it by the Electricity Act 1989 and under the terms of its Transmission Licence. In accordance with Section 9 of the Electricity Act, National Grid is required to develop and maintain an efficient, coordinated and economical system of electricity transmission. National Grid's Stakeholder, Community and Amenity Policy[48] sets out how the company will meet this Schedule 9 duty through only seeking to build new lines and substations where the existing transmission infrastructure cannot be upgraded technically or economically to meet transmission security standards. National Grid agrees that, where practicable, new infrastructure should make use of or align with existing infrastructure to reduce

[48] National Grid's Stakeholder, Community and Amenity Policy (2025): https://www.nationalgrid.com/document/566431/download (note the guidance that was followed for the statutory consultation held in February 2025 was updated in November 2025 and the previous guidance is no longer available on the National Grid website).

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						environmental and community impacts. This principle has informed the design of the Project. An embedded mitigation measure of the Project is the close alignment of the new overhead line with existing overhead lines were feasible. This approach helps to limit the creation of new corridors, reduces landscape and visual effects and minimises disturbance to communities and the wider environment. The feasibility of linking with existing infrastructure has been assessed alongside technical, safety, operational and environmental considerations. The rationale for the selected approaches are set out in **Application Document 5.9 Design Development Report** and **Application Document 7.17 Strategic Options Report Including Needs Case.**
8.13.122	Compensation fees for landowners associated with pylons are too high in comparison to compensation for property owners.				**X**	National Grid notes the concern regarding differences in compensation between land owners and property owners. Compensation for land affected by pylons or other electricity infrastructure is provided under statutory frameworks, including the compulsory acquisition regime and associated legislation. Compensation is calculated based on market value, loss of income and specific impacts on land use, whereas compensation for property owners is based on impacts to residential amenity, property value and related considerations. Differences in compensation reflect the nature of the land or property affected, statutory provisions and recognised valuation principles. The approach ensures that the affected parties are fairly compensated for actual losses arising from the Project. National Grid remains committed to engaging with land owners and property owners to provide clear information on compensation arrangements to address any queries in line with statutory requirements and standard industry practice.
8.13.123	Lowest cost option should be chosen/ cheapest option should be selected for the taxpayer.			**X**	**X**	Whilst cost is a factor in the design process, National Grid seek to develop the most appropriate design taking into account engineering, environmental factors and cost in accordance with our

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers.
8.13.124	Concern about impact on land value due to change of use.			X		National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation.
Environment						
8.13.125	Net Zero is not achievable.				X	The Government, in its Clean Power 2030 Action Plan states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future electricity demand (potentially doubling by 2050). To achieve this the Action Plan has outlined a plan to increase energy from offshore wind to 43 -50 GW by 2030, 27-29 GW of onshore wind, and 45-47 GW of solar power, significantly reducing our fossil-fuel dependency. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation to support the achievement of net zero.
8.13.126	Net Zero/green energy should not come at the expense of the destruction of the environment.			X	X	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Clean Power 2030 Action Plan whilst not planning for a specific technology solution, predicts that 'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar' but also

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals and would be facilitated by this Project. **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered** provides detail on the siting choices with environmental appraisal having been an integral part of the Project design from the outset. The Project will also adhere to environmental regulations to ensure that the Project does not significantly harm the environment. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing biodiversity and the natural environment and where practicable, seeks to reduce impacts through avoidance or mitigation. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation to reduce effects. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice and Application Document 7.3 Register of Environmental Actions and Commitments**.
8.13.127	Net Zero/green energy will put up costs and makes little impact on the climate.				**X**	The Government, in its Clean Power 2030 Action Plan, states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the Action Plan has outlined a plan to increase energy from offshore wind to 43-50 GW by 2030 although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. The Action Plan also states that the clean sources producing at least 95% of Great Britain's generated power under 2030 power system would reduce annual carbon intensity of generation from 171gCO_2e/kWh in 2023 to below 50gCO_2e/kWh in 2030. Whilst there may be costs associated with the transmission to renewable energy sources, under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. This Project is a response to the need identified for National Grid to meet its statutory duties.
8.13.128	Concern about operational and construction impacts of light pollution.	X				Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on communities. The Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation to reduce effects. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the process of routeing has been able to take account of existing receptors and where practicable, seeks to reduce impacts through avoidance or mitigation. Detailed mitigation and the good practice measures relating to reducing the effects of lighting are secured in **Document 7.2 Outline Code of Construction Practice** which includes a commitment for any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to lighting, to be located away from sensitive receptors such as residential properties or ecological sites where practicable, construction lighting will be of the lowest luminosity necessary to safely perform each task. It will be designed, positioned and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						directed to reduce the intrusion into adjacent properties, protected species and habitats.
8.13.129	Concern about construction impact on the environment.			X	X	Through sensitive routeing and siting National Grid has sought to reduce impacts on the environment, through avoidance or mitigation. **Volume 6 Environmental Statement** (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessment and surveys have been undertaken to identify and assess the potential impact arising from the construction of the Project. The data have informed the assessment of effects presented in the ES. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Document 7.2 Outline Code of Construction Practice** and **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Embedded mitigation measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.**
8.13.130	Criticism of assessments that led to routeing / discounting corridors / preferred corridor / Further assessments should be undertaken / More detailed assessments should be undertaken / a more holistic approach should be taken which includes other factors e.g. landscape and heritage.	X	X	X	X	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. The findings and justifications for the selection of the corridor which has been selected for the route alignment was presented within **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS) (2023), and **Application Document 7.19 Supplementary Corridor Routeing Report** (SCRR) (2024). It would be disingenuous of National Grid to consult on alternatives, which National Grid would not choose to take forward as it did not best meet the need case for the Project or best comply with our

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						statutory obligations and policy. However, as part of the consultation process National Grid sought feedback on work to date to identify where the proposed reinforcement might be located and reviewed assessments and assumptions throughout the design process. The level of detail presented during the stage one non-statutory consultation and statutory consultation 2024 was proportionate to the Project's current status and early stages through the iterative design process. This information was based upon desk-based reviews and assessments. As the Project's design progressed, a detailed environmental baseline was collected to enable the preparation of the Environmental Statement. This includes but is not limited to, a range of seasonal surveys on habitats and species, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. This approach is compliant with our statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid are required to consider as National Grid develop our proposals.
8.13.131	Environmental benefits of undergrounding outweigh the economic costs.				X	National Grid is required under the Electricity Act 1989, to develop proposals in a manner that is efficient, coordinated and economical, and to have regard to people and places. Each network upgrade will be considered on its individual merits. The national policy statement (NPS) which covers developing new electricity networks infrastructure (EN-5) states that the government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not so, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						specific local environment and context. Whilst National Grid may adopt underground cables in other circumstances undergrounding does come with technical complexity and risk and can be met with different environmental challenges associated with deep trenching and excavation within the ground. In this circumstance, an overhead line solution is considered the appropriate solution.
8.13.132	Concern about impact on environment and rural areas.	X		X	X	Through sensitive routeing and siting National Grid has sought to reduce impacts on the environment through avoidance or mitigation. The environmental features and rural context of the Project has been assessed within **Volume 6 Environmental Statement** (ES), which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessment and surveys have been undertaken to identify and assess the potential impact arising from the Project on the environment, incorporating potential effects on landscape corner biodiversity, habitats, water courses, soil, and local communities. These assessments have been carefully carried out in accordance with relevant legislation, guidance and best practice. The data have informed the assessment of effects presented in the ES. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.8 Outline Landscape and Ecology Management Plan.** Embedded mitigation measures are those that are intrinsic to and built into the design of the Project to avoid or reduce effects. These are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** and include alignment with existing infrastructure corridors to minimise additional land take, optimise pylon sighting to reduce visual intrusion, retention and enhancement of hedgerows trees

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and habitats where feasible and construction management measures to control dust, noise and other temporary environmental effects. With these measures in place the Project considers that residual impacts are minimised and proportionate to the rural location.
8.13.133	Concern about environmental impact on landowner's land (non-specific).			X		National Grid is working and will continue to work with all landowners who may be affected by the proposals to understand the impacts on their operations and land and to work with them as the Project is developed. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. Further information can be found in **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered.** National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. National Grid would seek to work with landowners to limit disruption where practicable. This includes providing prior warning of works. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on operations can be proven.
8.13.134	Land should be returned to its original state after construction.	X		X	X	National Grid will reinstate all land temporarily required for construction to a standard no worse than prior to construction in areas where disturbance has occurred. This includes the creation of additional planting for the purpose of screening views where new infrastructure would be located. In addition to this, through the Environmental Impact Assessment process both the construction and operation stages of the Project are assessed and mitigation measures proposed where appropriate and feasible. If consented the Project will be subject to planning requirements, including the provision **Application Document 7.2 Outline Code of Construction Practice** which details the management measures

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						to minimise environmental impact from the construction phase of the development. It provides Project specific management measures, remains live throughout construction and is updated if activities or conditions onsite change. The use of a CoCP is designed to avoid, minimise, and mitigate against construction effects on the environment and surrounding community.
8.13.135	Need further information on mitigation / unclear how National Grid will mitigate the environmental impacts of the Project / Mitigation should be a priority.	X		X	X	The level of detail in relation to environmental mitigation presented during the statutory consultation in 2025 was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline data collected to enable the preparation of the Environmental Statement. This has included but not been limited to, a range of seasonal habitat and species surveys, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. This approach is compliant with National Grid's statutory duties to be economic and efficient and to have regard to amenity and aligns with national policy and guidance which National Grid is required to consider as it develops its proposals. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within **Volume 6 Environmental Statement** (ES) and within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Embedded measures are those that are intrinsic to and built into the design of the Project and are

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.**
8.13.136	Overhead lines have lasting impact on the environment.				X	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise have been experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to, and built into, the design of the Project; these are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project.** Such a measures includes the sensitive routeing and siting in accordance with the Holford Rules to reduce as far as practicable effects on the environment. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape.
General						
8.13.137	Concern around time the project will take to complete.				X	As the Project is an NSIP, National Grid needs to submit an application for development consent for the Project to the Planning Inspectorate. The Project is due to be submitted in autumn 2026, subject to gaining development consent, construction works would be expected to start in 2028 and be available for commercial load (operational) by the end of 2031, with reinstatement works continuing into 2032 and potentially 2033. **Application Document 7.2 Outline Code of Construction Practice** sets out the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						communications channels and approach to community engagement and public information during the construction of the Project, should consent be obtained. The Contractor will implement a system for the provision of information to local residents and occupiers about the works. It is anticipated that a community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the works to be carried out, describing the nature of the works, the location and extent of the works, the duration of works and the hours to be worked.
8.13.138	General opposition to the project / the Project is not needed	X		X	X	Government, as set out in the British Energy Security Strategy, is looking to increase operating offshore wind capacity to 50 GW by 2030 – more than enough to power every home in the country. This growth in renewable energy generation, coupled with greater interconnection between our transmission network and networks in other countries, in line with the Government's net zero agenda, is driving a need to increase the capability of our transmission system, as power flows are set to exceed the capability of the existing network in the next decade. The Project proposals will help strengthen the electricity transmission network between the North and the Midlands. It will add capability to accommodate increasing power flows from offshore wind and interconnection in both Scotland and the north-east of England, which is expected to double within the next ten years. It also needs to be in place before planned new offshore wind and interconnectors coming ashore on the East Yorkshire coast can connect to the network. Without reinforcement to provide additional network capability, constraint action is likely to be needed during periods of high wind generation and high interconnection imports. The cost of that constraint action is ultimately passed on to consumers. The needs case for the Project was presented in the Strategic Options Report Update at statutory consultation and has been updated for the Application

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and presented as **Application Document 7.17 Strategic Options Report Including Needs Case.**
8.13.139	General support for the project.	X			X	National Grid thanks the respondent for their feedback and support on the project
Ground Conditions						
8.13.140	Concern the ground is difficult to excavate and construction will make the ground unstable. Concern that the ground is not suitable for construction.				X	National Grid acknowledge the concerns raised regarding ground conditions and their potential implications for both construction and in the long term for the Project. Ground conditions are assessed in **Application Document 6.12 Environmental Statement Chapter 12 Geology and Hydrogeology** and have been a key consideration throughout the design process. The Project team has undertaken and will continue to undertake appropriate site investigations, including geophysical surveys, which investigate geological structures and the integrity of the ground on which any building can take place, to ensure that any risks are fully understood and managed. Preliminary ground condition assessments have included desktop studies, mapping of known geological constraints, and targeted site surveys. These investigations help to identify issues such as land stability drainage characteristics, contamination risks, peat depth and areas prone to erosion or flooding. **Application Document 7.3 Register of Environmental Actions and Commitments** confirms that the Project will carry out Intrusive ground investigations and assessment will be undertaken prior to construction, including the measurement and monitoring of groundwater levels, geotechnical and geoenvironmental sampling and testing as appropriate. The information will inform geoenvironmental assessment, where required, and appropriate geotechnical design in relation to the site/structure specific ground conditions, identified by the intrusive ground investigation including ground instability/adverse ground conditions/ground gas etc.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Therefore, any risks from these hazards would be considered within the engineering design of the new infrastructure in accordance with good practice.
Health, Safety and Security						
8.13.141	Concern about the construction impacts on health of local residents.	X			X	National Grid recognises the importance of protecting the health, safety and well-being of local residents during construction of the Project. Potential health effects associated with construction including noise, dust, vibration, traffic movements, and general disturbance have been carefully considered as part of the Environmental Impact Assessment. This assessment is within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** that has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans which will include measures to control working hours, noise, dust, vibration, and construction traffic as well as arrangements for site management and monitoring. These measures are intended to minimise potential impacts on residential amenity and health. With the proposed mitigation measures in place, construction related impacts on health and local residents are expected to be temporary and not significant. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the health impacts of the Project during the construction phase, comprising both mental and physical health of local residents. The assessment draws upon the study areas and residual effect conclusions of the relevant technical chapters, where applicable, to consider the extent to which potential effects may influence health and wellbeing. The

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessment concludes no significant adverse health effects during the construction phase.
8.13.142	Concern about health impact on residents of villages with an overhead on each side.				X	National Grid recognises concerns regarding potential health effects associated with living in proximity to overhead electricity lines. Potential health impacts, including those related to electric and magnetic Fields (EMFs) have been considered in accordance with national policy and established scientific guidance. Potential health effects associated with the Project have been assessed as part of the Environmental Impact Assessment. This assessment is within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** that has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The routeing and design of the Project has sought to avoid villages and residential areas having overhead line infrastructure to more than one side wherever practicable. Where close proximity to settlements cannot be avoided embedded mitigation measures include careful route alignment maximising separation distances. With specific regard to health concerns around EMFs, the UK has a set of policies for protecting the public against EMFs, the main component of which is exposure guidelines (ICNIRP, 1998). Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. **Application Document 7.11 Electric and Magnetic Field Compliance Report** provides detail on the Projects compliance in respect of EMFs**.** With the proposed mitigation measures in place, related impacts on health to local

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						residents are expected to be temporary (during construction) and not significant.
8.13.143	Concern with the negative health impact of electric and magnetic fields (EMFs) on nearby residents. Concerns that EMF can heighten stress, anxiety and depression. Concern about impact on health / EMF causes cancer / EMF causes illness. Concern about impact on health of children/ EMF causes leukaemia in children. Concern because EMFs have been deemed by the World Health Organisation as 'possibly carcinogenic', and that there are studies which associate EMFs with childhood leukaemia.				X	National Grid recognises the concern, stress and anxiety raised regarding potential health effects, including cancer associated with electric and magnetic fields (EMFs) from overhead electricity transmission lines and understands that these issues are of particular importance to local communities. National Grid has sought to reduce potential effects on communities and residents through routeing and design. It has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with relevant communities and stakeholders throughout the development of the Project. An EMF specialist was available at Public Information Events during non-statutory (6 June 2023 to 8 July 2023 and 12 July 2024 to 23 July 2024) and statutory consultation (1 March 2025 to 26 March 2025) to discuss any health related concerns and members of the public were able to contact the Project team during the pre-application process to discuss the matter. Concerns around the impact of EMF on health, wellbeing and illness have been well researched and documented. The UK has a carefully thought-out set of policies for protecting us all against EMFs, the main component of which is exposure guidelines (ICNIRP, 1998). Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health (including cancer and childhood leukaemia). After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with the exposure limits. This detail is

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						fully and publicly documented in **Application Document 7.11 Electric and Magnetic Field Compliance Report.**
8.13.144	Concern over the negative impact on health of vulnerable residents with underlying health issues.				X	National has undertaken an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects have been taken into consideration as part of this process. **Application Document 6.18 Health and Wellbeing** assesses the impact on health and wellbeing for both the general population and vulnerable populations. Vulnerable populations include groups who may have a higher sensitivity to impacts by virtue of factors such as age, ethnicity, economic factors, mental and physical health and disability, sex, and gender, and therefore includes those with underlying health issues. Vulnerable groups are assigned a higher sensitivity level than the general population, which, along with the magnitude of effect, informs the overall level of effect. The assessment does not identify any significant adverse health effects on either the general population or vulnerable populations as a result of the Project. National Grid recognises the importance of protecting the health and well-being of all residents, including vulnerable individuals and those with underlying health conditions. Potential health effects associated with the Project including noise dust vibration and construction activity have been assessed in accordance with national policy, relevant guidance and best practice. This assessment is within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** that has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations').

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						With specific regard to electric and magnetic fields (EMFs) the UK has a set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Evidence of compliance is submitted with the Application within **Application Document 7.11 Electric and Magnetic Field Compliance Report.** The Project will be designed and operated to comply with applicable health protection standards. During construction impacts that could affect health and well-being will be managed through **Application Document 7.2 Outline Code of Construction Practice** which includes measures to control working hours, noise, dust, vibration and construction traffic. These measures are intended to minimise disturbance and reduce potential effects on vulnerable residents. With compliance with established health standards on the implementation of appropriate mitigation measures National Grid considers the Project would not result in significant adverse health effects on vulnerable residents.
8.13.145	Request for assessment of EMF levels once works have been completed.				**X**	The UK has a set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines (ICNIRP, 1998). It is National Grid's policy to ensure that all of its equipment complies fully with those exposure limits which will endure over the Project's lifetime, as set out in **Application Document 7.11 Electric and Magnetic Field Compliance Report**.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Practical details of how the policy is to be implemented are contained in Power Lines: Demonstrating compliance with EMF public exposure guidelines – a voluntary Code of Practice (Department of Energy and Climate Change, 2012). The Code of Practice states 'Calculations are always acceptable if performed in accordance with the following specification and do not need to be supported by measurements, although measurements may be offered in addition.' The Code of Practice acknowledges that calculations are acceptable and ensures worst-case conditions are assessed, where measurements would simply confirm the levels of EMF during the operating conditions at the time.
8.13.146	Concern about impact on mental health.			X	X	National Grid recognise that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the project National Grid has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. All of the consultations have included easily accessible information on the plans at that stage, along with opportunities to engage directly with the Project team (such as via webinars, and public exhibitions). Where appropriate, National Grid has tailored this approach to suit the needs of individuals, such as by offering home visits or individual meetings. Despite this, National Grid acknowledge that they cannot respond positively to every request to change the proposals that they receive, and that some will disagree with the decisions made. **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the health impacts of the Project, including mental health. This includes the mental health

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						impacts due to effects on access to health and social care services, employment and income, education and training, transport modes, access, and connections, noise and vibration, open space, leisure and play, water quality, and community identity, culture, resilience, and influence. The assessment concludes no significant adverse health effects during the construction phase, including impacts on mental health.
8.13.147	Concern about impact on mental health and wellbeing of residents due to noise and disruption during construction.				X	National Grid recognises the importance of protecting the mental health and well-being of all residents, including vulnerable individuals and those with underlying health conditions. Potential health effects associated with the Project including noise, dust, vibration and construction activity have been assessed in accordance with national policy, relevant guidance and best practice. This assessment is within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** reporting specifically on health matters. During construction impacts that could affect health and well-being will be managed through **Application Document 7.2 Outline Code of Construction Practice** (CoCP) which includes measures to control working hours, noise, dust, vibration and construction traffic. These measures are intended to minimise disturbance and reduce potential effects on residents. The CoCP includes a commitment to communicate information about the proposed works to local communities to reduce any potential temporary disruption and to support the mental health and wellbeing of residents.
8.13.148	Net Zero/green energy should not come at the expense of the expense of people's health.				X	National Grid agrees that the transition to net zero and the delivery of green energy infrastructure should not compromise the health and well-being of communities. Protecting public health is a fundamental consideration in the design assessment and delivery of the Project. National policy recognises the need to balance the urgent requirement for low carbon energy infrastructure with the protection of people and the environment. The Project has been

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessed in accordance with relevant health, environmental and safety standards and will be designed and operated to comply with established guidance including health protection limits for noise and air quality as required by National Policy Statements EN1 and EN5. Health considerations have informed route selection, design development and mitigation including efforts to avoid residential areas where practicable, maximise separation distances, align with existing infrastructure corridors. Controls during construction will be secured through **Application Document 7.2 Outline Code of Construction Practice** ensuring that public health is protected. With specific regard to electric and magnetic fields (EMFs) the UK has a set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in NPS EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Evidence of compliance is submitted with the Application within **Application Document 7.11 Electric and Magnetic Field Compliance Report.** **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the health impacts of the Project, including mental and physical health. The assessment concludes no significant adverse health effects as a result of the Project.
8.13.149	Concern about the emotional and psychological impacts from the				**X**	National Grid recognises people may have concerns about emotional health and that the uncertainty whilst the proposals are developed and in construction may cause psychological impacts

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	construction and from loss of value of property.					such as anxiety. National Grid has sought to reduce potential effects on communities and residents through routeing and design away from residential properties were reasonably practical. It has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including update newsletters, answering phone calls to the Project contact number or lands team and meetings. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. Unfortunately, while National Grid understands that its proposals cause concerns about property value, UK law does not include for compensation in cases of a loss of view or changes to a view. It is understandable to have concerns about property values regarding new infrastructure proposals near your home. Whilst potential impact on property prices is not a material planning consideration for the purposes of a DCO application it is relevant to observe that any impact of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory acquisition compensation regimes (subject to the requisite criteria being met). **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the health impacts of the Project during the construction phase, including mental health. This includes the mental health impacts due to effects on access to health and social care services, employment and income, education and training, transport modes, access, and connections, noise and vibration, open space, leisure and play, water quality, and community identity, culture, resilience, and influence. The

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessment concludes no significant adverse health effects during the construction phase, including impacts on mental health.
8.13.150	Overhead lines are susceptible to terrorist threat / warfare / sabotage.				X	Each pylon on the National Grid Transmission System is risk assessed in relation to vulnerability of unauthorised access. To reduce unauthorised access/sabotage from the ground as far as practicable, National Grid installs anti-climb measures such as barb-wiring to the bases of pylons in order to prevent access by members of the public. Clear signage is installed warning of the dangers of high voltages and regular inspections are undertaken depending on the level of vulnerability. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. National Grid also undertakes regular inspections of the overhead line to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
8.13.151	Concern about potential impact on Major Accident Hazard Sites.	X				National Grid recognises the importance of ensuring that the Project does not adversely affect major accident hazard sites or increase risks associated major accidents. Further detail on this is provided within the section specific feedback, however National Grid is engaging with the relevant site operators, where appropriate
8.13.152	Concern about interference with gas pipelines.	X				National Grid recognises the importance of protecting existing gas pipelines and associated infrastructure. The Project has been designed to avoid gas pipelines where practicable and detailed mapping of existing pipeline locations has been undertaken as part of the project design process. Where construction works are proposed in proximity to gas pipelines, coordination with the relevant pipeline operators has been undertaken to ensure compliance with safety standards, protective measures, and agreed working procedures. This includes adherence to separation

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						distances, temporary exclusion zones and safe construction methods.
8.13.153	Concern about marine safety.	X				National Grid recognises the importance of ensuring the safety of marine users and navigation in areas potentially affected by the Project. Where the Project interacts with marine environments, relevant assessments have been undertaken in accordance with statutory guidance on best practise including consultation with the Marine Management Organisation, the Maritime and Coast Guard Agency and other relevant authorities including the Association of British Ports and the Canal and River Trust. Design measures and construction practices have been developed to avoid or minimise hazards to shipping, navigation and other marine users including clear marking of infrastructure, provision of navigational lighting where required and agreements to marine safety standards. Any marine works will be managed in accordance with the agreed marine safety protocols including exclusion zones and operational safety measures during construction.
8.13.154	Concern about safety impacts from construction traffic.				X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects on the environment and populations resulting from the construction of the Project and recommends appropriate mitigation to reduce effects in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration. Application 7.4 Outline Construction Traffic Management Plan** sets out the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						good practice measures and site-specific mitigation measures to reduce effects on relevant receptors construction traffic. As assessed in **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**, there is not anticipated to be any significant health effects during the construction phase as a result of construction traffic, including impacts from air quality, noise and vibration, and transport modes, access, and connections.
8.13.155	Concern about safety impacts on local airfields/pilots/light aircraft.			X	X	National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. National Grid has undertaken a review of airfields within 5 km of the emerging preferred corridor presented at non-statutory consultation in 2023 and have offered and held meetings with identified airfields, to understand their concerns and how the airfields are being used. This has informed further assessment of any potential impacts of the Project in relation to each airfield. As part of the design process, National Grid seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Relevant airfield operators have been consulted throughout the Project development lifecycle.
8.13.156	Health impacts on livestock / Concerned for health of animals and wildlife (effects of EMF, etc).				X	National Grid recognises the importance of protecting animal and wildlife health and has carefully considered potential effects as part of the Environmental Impact Assessment. Assessments have considered impacts on mammals, birds, reptiles, amphibians and other wildlife including potential effects from habitat disturbance during construction presented within **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and **Application Document 6.9 Environmental Statement Chapter 9 Ornithology**. The Project has been designed to avoid or minimise impacts on wildlife wherever practicable. Mitigation measures embedded in the Project include alignment to avoid sensitive

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						habitats where possible, retention, enhancement and creation of habitats, timing of construction to avoid sensitive breeding or migration periods, measures to reduce collision risk for birds and bats and compliance with statutory wildlife protection legislation. National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. The UK has set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals and wildlife have been studied. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: "There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences. The Application is supported **by Application Document 7.11 Electric and Magnetic Field Compliance Report**.
8.13.157	Concern that construction compounds will attract crime.				**X**	National Grid has, as part of the development of the Project, considered the security measures required to ensure construction can be completed safely. Temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads to deter crime. As part of the Environmental Impact Assessment, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the impacts on community identity, culture, resilience, and influence and the associated effects on health, including potential effects in relation to crime. As set out above, it is not considered that the Project will attract crime, and therefore no significant health effects are anticipated as a result of impacts on community identity, culture, resilience, and influence.
Landowner						
8.13.158	Appropriate compensation must be offered to impacted landowners / Compensation for landowners must be adequate.			X	X	National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate, where reasonably practicable, the effects of the Project on their activities and ensure fair compensation for any purchase of land. National Grid will pursue voluntary agreements with affected landowners, acquiring rights in accordance with the National Grid Land Rights Strategy and Payment Schedule for Assets as far as possible. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependent on the right acquired. A Development Consent Order provides the ability to seek compulsory acquisition powers and if successful National Grid would need to rely on these powers in the event that a voluntary agreement cannot be reached. Should National Grid rely on compulsory acquisition powers then this will be compensated in accordance with the Compensation Code, the timing for payment of which will depend on a number of factors including (but not limited to) the date the land/rights are acquired, National Grid will seek to agree any compensation as soon as possible.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.159	Compensation should be agreed in advance of construction.			X	X	National Grid recognises the importance of providing fair and timely compensation to those affected by the Project. Compensation for permanent or temporary use of land and loss of income will be provided in accordance with the Compensation Code and established industry practice. While the precise details of individual compensation packages cannot be fully finalised until specific agreements are reached with landowners, National Grid is committed to engaging with affected parties in advance of construction to ensure that appropriate arrangements are agreed wherever practicable and the statutory requirements are met. This may include consideration of temporary works, permanent land take, inconvenience and any loss of earnings. These processes ensure that affected parties are fairly compensated in line with legal obligations and best practice.
8.13.160	Landowner suggestion to use their property/ land as part of project/ request from landowners to purchase their land.			X		Where landowners have suggested land be utilised for the Project this has been considered as part of the Project's design. There is currently no legislation in place that requires National Grid to purchase land or property that is not required permanently as part of the Project. Where land is required either temporarily or permanently to facilitate the Project, landowners will be compensated in line with the Compensation Code.
8.13.161	Further engagement with landowners is needed. National Grid should engage with landowners to position pylons sensitively to reduce impact / position pylons on field boundaries / margins to limit impact.			X	X	National Grid is committed to working closely with land and property owners and occupiers to understand and, where practicable, minimise the impacts of the Project on their activities. Engagement with affected land owners has taken place in accordance with the requirements of Section 42(1)(d) and Section 44 of the Planning Act 2008 at both statutory and non-statutory consultation (Appendix F sets out the details of Persons with an Interest in Land (PILs) consulted). Discussions continue to take place and will be ongoing throughout the Project lifecycle. National Grid has considered feedback requesting the micro-siting of pylons along the route. Where practicable pylons have been

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						positioned sensitively to reduce impact, while ensuring safe and deliverable construction and operation. This approach demonstrates National Grid's commitment to responsive engagement and sensitive design.
8.13.162	Concern about impact to landowner property access. National Grid must provide access to severed areas of land wherever practicable during construction.			X	X	In developing the construction access strategy for the Project, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations. National Grid recognises concerns that temporary working areas, access routes or traffic management measures could affect the connectivity of landholdings or access to property. Severance effects are carefully considered as part of the design and in the Environmental Impact Assessment within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. During construction, temporary disruption may occur where National Grid working areas will access routes intersect with private land or local roads. However, measures will be implemented to minimise and manage these effects. Control and management measures are set out in **Application Document 7.2 Outline Code of Construction Practice (CoCP)** and **Application Document 7.3 Register of Environmental Actions and Commitments** which are secured by Requirement in **Application Document 3.1 Draft Development Consent Order.** Mitigation measures, set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, include maintaining access during construction hours, where possible, to residential properties, farms and businesses at all times unless otherwise agreed in advance, provisions of temporary access arrangements where existing access is affected, phasing of works to reduce the duration of occupation in anyone location, clear signage and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						communication regarding temporary changes comment liaison with affected landowners coordinate works National Grid will continue to engage with landowners through the design and construction works, which will include communicating activities that are due to take place on their land with sufficient notice that arrangements can be put in place for managing any impacts. National Grid is and will continue to work with all landowners who may be directly affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed.
8.13.163	Concern about impacts to landowners land that will be used as part of the Project.			X		National Grid has sought to reduce the effect on communities through the routeing of the Project, keeping it at a distance from settlements and individual properties where practicable. National Grid will pursue voluntary agreements with affected landowners. Compensation offered for voluntary land rights is benchmarked against other similar utility providers. If a voluntary agreement cannot be reached, then a landowner will be able to claim compensation in accordance with the Compensation Code.
8.13.164	National Grid should compensate landowners for carbon lost during project that may have been eligible for carbon credits or economic rewards from private markets.				X	National Grid recognises that the use of land for infrastructure may have environmental implications including changes to vegetation and soil carbon stocks. However, the Compensation Code framework and associated legislation is to provide fair and proportionate compensation for loss of land use, income or inconvenience rather than for potential participation in private carbon markets. Carbon credits and private market incentives for land based carbon sequestration are outside of the compensation framework and cannot be guaranteed or quantified in advance. National Grid has embedded environmental mitigation measures within the Project design including retention and enhancement of vegetation, habitat creation, and alignment with existing infrastructure corridors which serve to minimise carbon loss and other environmental effects. While direct compensation for potential

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						market value is not provided the Project seeks to avoid, reduce and mitigate impacts on land and vegetation wherever practicable in line with statutory requirements best practise an environmental policy.
8.13.165	Concerns about negative impacts to individual property / private land will be used as part of project			X	X	National Grid acknowledges that any proposed new work may cause concern to landowners. National Grid acknowledge that there may be temporary and permanent impacts to property and land and National Grid will continue to work with landowners to establish what these impacts are and whether any mitigation can be implemented and whether any compensation is appropriate. National Grid is committed to engaging proactively and collaboratively with landowners to ensure that impacts are clearly understood and appropriately managed. Land owners will be consulted regarding the positioning of pylons, access arrangements and temporary works with the aim of limiting disruptions and preserving land useability wherever practicable. Compensation for permanent or temporary use of land loss of income or other impacts will be provided in accordance with the Compensation Code and standard industry practise. National Grid will continue ongoing engagement throughout the project lifecycle, ensuring that landowners are informed and involved in decisions that affect their property this approach seeks to minimise disruption maintain good working relationships and provide fair compensation in line with statutory requirements.
8.13.166	Request for ongoing engagement with landowners.			X		National Grid will continue to work with Persons with an Interest in Land (PILs) i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project following Section 42(1)(d) and Section 44 of the Planning Act 2008. National Grid will seek to accommodate landowner preferences where possible, subject to the requirements of the Project and other considerations and constraints. These matters are being, or will be, discussed as part of the negotiation of

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						voluntary land agreements. The Project's lands team have channels of ongoing engagement with landowners which, should the Project be consented, will extend into the construction and operational periods.
8.13.167	Concern that some landowners have not been identified.				X	National Grid has identified Persons with an Interest in Land (PILs), i.e. those who own, occupy, have an interest in, or are able to make certain claims for compensation in respect of, land affected by a project following Section 42(1)(d) and Section 44 of the Planning Act 2008. Following the close of statutory consultation in April 2025, National Grid undertook further consultation with newly identified PILs between May 2025 and September 2026. This included both previously consulted PILs whose interests were affected differently due to design refinements, and newly identified PILs arising from changes in land ownership, the inclusion of new land parcels within the Order Limits, or the outcomes of ongoing diligent inquiry including site notices. In line with the land referencing methodology (Appendix I), ongoing land referencing has been carried out to identify changes in land ownership and other interests in land following the close of targeted consultation. Updates were requested from Land Registry and newly identified PILs were issued with a land interest questionnaire (LIQ). Any new PILS identified following the statutory consultation mailouts have then been written to separately as explained in Chapter 9 of this report.
8.13.168	Concern that National Grid is taking too much land for the Project.			X		National Grid recognises that land take is an important consideration for landowners, residents, and wider community. The Project has been designed to minimise land requirements wherever practicable, including optimising of pylon spacing and careful siting of temporary construction compounds and access points. Land requirements have been assessed in the Project's design balancing operational, technical, safety and environmental considerations. Where land is required, National Grid is committed to engaging

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						with landowners ensuring that temporary and permanent uses are clearly communicated and providing fair compensation in line with the Compensation Code. Through careful design, mitigation and ongoing engagement National Grid seeks to limit land take while delivering a safe and reliable Project.
Landscape and Visual						
8.13.169	The Project is in contravention of The Holford Rule.	**X**				National Grid notes the concern raised and confirms that the Holford Rules have informed the route selection and design of the Project. The Holford Rules are a long-established set of principles used to guide the routeing of overhead electricity lines, recognising the need to balance technical, environmental and community considerations. In developing the Project, assessments have been carried out as part of the Environmental Impact Assessment with impacts considered against policy requirements including the Holford Rules that are an explicit part of national policy as set out in National Policy Statement EN-5. National Grid has embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise have been experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to, and built into, the design of the Project; these are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project** such measures include the sensitive routeing and siting in accordance with the Holford Rules to reduce as far as practicable effects on identified landscape receptors, seeking to avoid major settlements and residential areas where practicable, following existing landscape features and infrastructure corridors to reduce visual intrusion, avoidance of sensitive landscapes, ecological designations and cultural heritage assets where possible and to minimise overall environmental and community impacts.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						The Holford Rules are not prescriptive requirements and their application involves professional judgement to achieve the best overall balance of effects. The Project has been developed in accordance with the intent and principles of the Holford Rules taking into account the specific characteristics and constraints of the Project area.as reported in **Application Document 6.6 Environmental Statement Chapter 6 Landscape.**
8.13.170	Concern about impacts on Areas Of Natural Beauty (AONB).				X	National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors through sensitive routeing and siting, as presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. The Project does not pass through any nationally designated landscapes including National Landscapes, previously known as AONB (AONBs were recently rebranded as National Landscapes however, in legal terms, Natural England would designate an AONB). National Grid has been engaging with Natural England on the proposed extension to the Yorkshire Wolds National Landscape (AONB) however, due to the distance from the Project, there are unlikely to be effects on the current or extended area of National Landscape. National Grid are also aware that there is a desire for the area of the Isle of Axholme to be considered as a National Landscape (AONB). Currently, no consultation has been undertaken by Natural England on any proposal to designate the Isle of Axholme as National Landscape (AONB). National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project.
8.13.171	Concern about impacts on areas of beauty/scenic areas.			X	X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on identified areas of beauty and scenic areas. Within the Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') the likely significant

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						effects on the environment resulting from the Project have been considered with appropriate mitigation to reduce effects secured. Impacts on the landscape and designated landscape are considered within the landscape and visual assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. Landscape and visual mitigation measures have included sensitive routeing and siting in accordance with the Holford Rules as far as practicable, seeking to avoid or reduce effects on identified landscape and visual receptors. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. Where constraints allow, the Project has been designed to be parallel with existing overhead lines to reduce the overall extent of environmental impacts arising from the Project by, intensifying the degree of impact on receptors already affected by existing overhead, rather than spreading impacts to areas not currently affected. With these measures in place the impacts on areas of beauty and scenic value have been minimised as far as reasonably practical in accordance with national policy and best practice.
8.13.172	Concern about impact on rural landscape / urbanisation of rural landscape / greenspace / countryside / open landscape. Concern about impact on the local landscape and views.	X		X	X	Through routeing, siting and design National Grid has sought to reduce, as far as practicable, potential impacts on the rural landscape, greenspace, countryside and open landscapes. The Application is supported by an Environmental Impact Assessment, which considers effects of the Project on the landscape and views, and has identified if further mitigation is required during construction and operation. The results of this are presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The assessment of landscape effects considers the effects on landscape character and

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape and visual embedded mitigation measures have included sensitive routeing and siting in accordance with the Holford Rules, which are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape, as far as practicable, seeking to avoid or reduce effects on identified landscape and visual receptors. Where constraints allow, the Project has been designed to be parallel with existing overhead lines to reduce the overall extent of environmental impacts arising from the Project by, intensifying the degree of impact on receptors already affected by existing overhead lines, rather than spreading impacts to areas not currently affected. With these measures in place the impacts on areas of beauty and scenic value have been minimised as far as reasonably practical in accordance with national policy and best practice. Additional Mitigation measures such as landscape planting are presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**
8.13.173	Concern about impacts on setting / character.	X	X		X	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape character. The Application is supported by an Environmental Statement (ES) which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') to assess the likely significant effects on the environment resulting from the Project and have been considered with appropriate mitigation to reduce effects recommended. The assessment of landscape effects considers potential effects on landscape character and resources, including direct effects on the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape character and resources are of importance in their own right and are valued independently of whether they are seen by people. The landscape assessment presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** is based on the landscape character types (LCT) and regional landscape character types (RLCT) and incorporates baseline data gathered from **Application Document 6.7 Environmental Statement Chapter 7 Visual**, **Application Document 6.8 Environmental Statement Chapter 8 Ecology**, **Application Document 6.9 Environmental Statement Chapter 9 Cultural Heritage**, **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics Tourism and Recreation**. The landscape assessment identifies a number of significant effects from the introduction of the proposed overhead line into the landscape. **Application Document 7.2 Outline Code of Construction Practice** contains measures that are relevant to the control and management of impacts to landscape character during construction and **Application Document 7.8 Landscape and Ecology Management Plan** secures the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce effects on landscape character.
8.13.174	Concern about impacts on specifically valued local landscapes.	**X**			**X**	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on landscape and visual receptors. A landscape assessment is presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape.** Additional topic specific assessments form part of the Environmental Impact Assessment (EIA) prepared for the Project in accordance with the Infrastructure Planning (Environmental Impact

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Assessment) Regulations 2017 ('the EIA Regulations'). Where significant landscape effects are anticipated, the assessment identifies areas for potential mitigation as part of an iterative design and assessment process. **Application Document 7.2 Outline Code of Construction Practice** contains measures that are relevant to the control and management of impacts to the landscape. The Project has also produced **Application Document 7.8 Landscape and Ecology Management Plan** which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on local landscapes.
8.13.175	Impacts should be mitigated /mitigation should be a priority / screening should be used / natural screening should be used / routeing should minimise and mitigate impacts. Need further information on mitigation.	X			X	National Grid has sought to identify and mitigate impacts along with the proposed overhead line. An established mitigation hierarchy has been applied seeking to avoid impacts where practicable, minimise effects through route selection and design, and mitigate residual impacts where they cannot be avoided. An Environmental Statement has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessment and surveys have been undertaken to identify and assess the potential impact arising from the Project. The data have informed the assessment of effects presented in the ES. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. The detailed environmental baseline has been used to identify appropriate mitigation measures where required. Mitigation is presented within the ES and control and management mitigation measures to be secured are presented within **Application Document 7.2 Outline Code of Construction Practice** which sets out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						construction. Embedded measures are those that are intrinsic to and built into the design of the Project and are presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Additional mitigation for visual effects have been considered and screening though natural sources and mitigation planting form part of the Project's design where a need has been identified. This is detailed further within **Application Document 6.7 Environmental Statement Chapter 7 Visual.** It is acknowledged that completely screening a development of this scale is not achievable through planting, and hence why embedded mitigation such as routeing the proposed overhead line parallel with existing overhead lines has been a key design principle to reduce the spread of effects in views.
8.13.176	Visual mitigation must not have an adverse impact on the environment.			X		Visual mitigation for the Project has been considered as part of the wider Environmental Impact Assessment carried out to assess the Projects impacts on the environment. The visual assessment is presented within **Application Document 6.7 Environmental Statement Chapter 7 Visual** and identifies locations where visual screening in the form of planting would benefit communities by filtering and screening the proposed overhead line. Mitigation for visual effects has been carefully considered, as mitigation itself can have adverse effects, for example, screening long distance views across the landscape.
8.13.177	Net Zero / green energy should not come at the expense of the destruction of the landscape / countryside / greenspace.				X	National Grid recognises the importance of protecting landscape character, countryside and green space alongside the delivery of net zero and green energy infrastructure. National policy requires that the urgent need for low carbon energy infrastructure is balanced with the protection for the environment and valued landscapes. Each of the options appraised for the Project had its relative advantages and disadvantages, with one of the key differentiators between options relating to overall route length. The current identified route is the second shortest option. As part of the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						design process, National Grid has sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. The design has sought to take the most direct route, in line with the Holford Rules, as a longer and less direct route would be expected to transfer effects to a greater number of other receptors. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. The Project proposes to deliver a minimum of 10% Biodiversity Net Gain (BNG), with potential for wider environmental and societal benefits, on a voluntary basis. Details on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report.**
8.13.178	Concern the Project will have a lasting landscape and visual impact (compared to underground and/or offshore).	**X**		**X**	**X**	A landscape assessment is presented in **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual assessment presented in **Application Document 6.7 Environmental Statement Chapter 7 Visual** has been prepared, in addition to other topic specific assessments, and forms part of the Environmental Impact Assessment (EIA) prepared for the Project in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Where significant effects are anticipated, the landscape assessment and visual assessment have identified areas for potential mitigation as part of an iterative design and assessment process. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as National Landscapes (AONB), potential adverse landscape and visual impacts from an overhead line that make it inconsistent with

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						our duties and relevant planning policy. Based on our assessments, there are insufficient policy justifications to use underground cabling across this Project as the Project does not pass through any nationally designated landscapes including National Landscapes. National Grid has carefully considered the feedback received, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. In addition to this, undergrounding cables in this area would require cable sealing end compounds, which would bring new concerns of siting this infrastructure within the landscape. These reasons, together with the level of technical challenges associated with the constructability and deliverability of undergrounding cables in certain locations, such as the Brantingham Dale area, mean that an overhead line is proposed throughout the Project. Where appropriate, National Grid have sought to route the proposed overhead line in close parallel with existing overhead lines, to limit the spread of infrastructure and minimise the impacts. As part of the design process, National Grid seek to avoid significant environmental effects where possible, through careful and sensitive routeing. National Grid have undertaken a comprehensive EIA for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project.
Noise and Vibration						
8.13.179	Concern about impact of construction noise and vibration.	X	X		X	Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential construction impacts arising from construction activity on identified receptors. An Environmental Statement has been prepared in accordance with the Infrastructure

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The EIA identifies and assesses the likely significant effects on the environment from noise and vibration resulting from the construction of the Project and recommends appropriate mitigation to reduce effects which are set out in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**. **Application. Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitment** and **Application Document 7.7 Outline Noise and Vibration Management Plan** set out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction from noise and vibration. Measures of relevance include construction working to be undertaken within the agreed working hours set out and secured by Requirement in **Application Document 3.1 Draft Development Consent Order** and Best Practicable Means to reduce construction noise and limit effects on perceptual aspects of landscape, such as tranquillity, will be set out within the CoCP.
8.13.180	Concern about impact of operational noise and vibration, including during winter months / wet weather.	X	X	X		National Grid recognises concerns about operational noise and vibration and has assessed these effects as part of the Environmental Impact Assessment in accordance with the relevant guidance and best practice. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. National Grid set strict technical standards for the equipment National Grid install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. A noise and vibration assessment is presented within **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** prepared in accordance with the Environmental Impact

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Assessment (EIA) Regulations 2017 ('the EIA Regulations'). The EIA identifies and assesses the likely significant effects on the environment from noise and vibration resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools have been carefully considered and assessed according to the appropriate UK standards and mitigated where necessary. While weather conditions such as wind and rainfall can influence how sound is perceived the assessment is taken account of worst case scenarios to ensure that predicted operational effects remain within acceptable levels. Mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional measures. Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**. Measures of relevance to operational noise include sensitive routeing and siting to reduce, as far as practicable, impacts on identified receptors, pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. With these measures secured within **Application Document 7.3 Register of Environmental Actions and Commitments** operational noise and vibration would not result in significant adverse effects including during winter months or periods of wet weather.
8.13.181	National Grid should provide more information on mitigation of noise and vibration construction impacts /	X		X		The level of detail presented on noise mitigation of construction impacts during the statutory consultation in 2025, was proportionate to the Project's status at that time and was presented

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	Mitigation of these impacts should be a priority / surveys should include dwellings adjacent to proposed access routes.					as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments as well as early survey findings which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA) and to prepare the associated Environmental Statement (ES) submitted with the Application. **Application Document 6.16 Environmental Statement Chapter 16 Noise** provides a full assessment of the likely significant noise and vibration effects identified that could result from the Project and has included noise sensitive receptors (including residential properties) within a 300m study area. The assessment covers construction noise, construction vibration, construction traffic noise and operation noise. National Grid has embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project. Embedded measures are those that are intrinsic to and built into the design of the Project, measures of relevance to noise and vibration during construction include the design includes strategically located and optimised temporary haul roads along the Project alignment to support construction of the Project. This will reduce the effects of construction traffic movements on the local public highway network during construction. Control and management measures, comprising management activities and techniques, to be implemented during construction of the Project to limit effects through adherence to good site practices and achieving legal compliance are secured within **Application Document 7.2 Outline Code of Construction Practice (CoCP)**. Measures contained in the CoCP that are relevant to the control and management of impacts that could affect the noise and vibration assessment include adherence to the Noise and Vibration Management Plan, measures to manage dust, waste, water, noise,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						vibration and soil during construction. The contractor(s) shall undertake site inspections to check conformance to the Management Plans, construction working will be undertaken within the agreed working hours set out and secured by Requirement in the **Application Document 3.1 Draft Development Consent Order**: Best practicable means will be implemented to reduce construction noise and limit effects on perceptual aspects of landscape, such as tranquillity.
Planning						
8.13.182	Appreciate needs case for the scheme.			X	X	National Grid thanks the respondent for their feedback and support on the Project
8.13.183	Concern this will interfere with existing and planned development in the area / National Grid should consult other developers and LPAs about plans. Concern about cumulative impacts with existing / planned developments.	X	X	X	X	Existing and planned development has been taken into account when considering the Project. With regard to multiple developments impacting specific areas and/ or receptors planning applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development, such as a new residential development, being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects.** Throughout the design development process National Grid has been undertaking regular and continuous monitoring of live planning applications and other NSIPs, which are listed within **Application Document 5.5 Planning Statement**. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with engagement likely to

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						continue through the lifecycle of the Project. Interrelationships with other developments are also presented within **Application Document 5.11 Interrelationships Report.**
8.13.184	Project does not meet UK Government Policy (Environment Act 2021 and National Policy Statement EN-1).				X	Assessment of the Project against national and local policy has been submitted as part of the Application for Development Consent. **Application Documents 5.5 Planning Statement** and **Application Document 5.6 Policy Compliance Document** provides details on how the Project accords with the policy framework established in EN1 and demonstrates compliance with national energy policy objectives, including the need for new network infrastructure.
8.13.185	National Grid must ensure the project meets regulatory compliance.	X	X		X	National Grid is guided by the laws, policies and regulations that have been set by Government on behalf of electricity consumers and society. National Grid will continue to meet regulatory compliance.
8.13.186	The Project is in contravention of "public policy".				X	Assessment of the Project against national and local policy has been submitted as part of the Application for Development Consent. **Application Documents 5.5 Planning Statement** and **Application Document 5.6 Policy Compliance Document** provides details on how the Project accords with relevant policy.
8.13.187	National Grid should generate energy where needed / Overhead lines should not transport long distances.				X	National Grid notes the concern raised, North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of 17 network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 targets to achieve a net zero electricity system. Without these upgrades, the network will not have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's net zero targets by adding capacity to accommodate increasing power

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						flows of energy. This is generated mostly from offshore wind in Scotland and north east England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the Project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network, where transportation over distance is a well established and necessary component of the electricity transmission network as it is not always possible to generate energy directly in the areas which it is needed. The proposal will benefit the UK as a whole by contributing to energy security in the future, ensuing that the national grid meets future power demands.
8.13.188	The area is overwhelmed by multiple infrastructure Projects.				X	With regard to multiple developments impacting specific areas and/ or receptors through overdevelopment, planning applications for each development would be considered on their own merit by the appropriate determining authority. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects** contains an assessment of cumulative impact carried out in accordance with the Planning Inspectorate's Advice Note on Cumulative Effects Assessment. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) are presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects**.
8.13.189	Concern the Project is going to attract large solar developments.				X	National Grid recognises that there are a number of energy-related developments proposed along sections of the route. Any separate applications brought forward in the future, such as solar farms, would be considered on their own merit by the appropriate determining authority. The Project is required to meet the current needs for increased capacity of the energy network regardless of subsequent development.
8.13.190	Pylons being removed elsewhere, so should not be constructed here / not fair to construct them here / why construct them here.			X	X	The existing high-voltage transmission network was developed in the 1950/60s. Planning policy since that time has changed significantly and allows for greater protection of valued landscapes such as AONBs and National Parks. Recognising this, Ofgem have made available funding of £500m to carry out work to reduce the impact of existing transmission lines in English and Welsh AONBs and National Parks, including removal of existing above ground infrastructure. The first of these funded Projects are in Dorset, Snowdonia and the Peak District. North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of 17 network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 net zero targets set by the Government. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						transport the energy that is generated. The Project would support the UK's net zero targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the Project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. The Project is being developed in accordance with current national policy. National Policy Statement (NPS) EN-5 covers building electricity networks infrastructure and states that the Government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the specific local environment and context. Based on our work-to-date, National Grid believes that a new overhead line between the Creyke Beck area and High Marnham best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. As an overhead line is deemed to be the most appropriate solution pylons are a necessary aspect of the Project and the installation will take into account ways of mitigating the visual impact of these as presented within **Application Document 6.7 Environmental Statement Chapter 7 Visual**.
8.13.191	Pylons should not be constructed regardless of location.				**X**	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of 17 network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 net zero targets set by the Government. This includes the construction of new pylons. Without these

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project is being developed in accordance with current national policy. National Policy Statement (NPS) EN-5 covers building electricity networks infrastructure and states that the Government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the specific local environment and context. Based on our work-to-date, National Grid believe that a new overhead line between the Creyke Beck area and High Marnham best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. As an overhead line is deemed to be the most appropriate solution pylons are a necessary aspect of the Project and the installation will take into account ways of mitigating the visual impact of these as presented within **Application Document 6.7 Environmental Statement Chapter 7 Visual**.
8.13.192	National Grid should ensure the Project connects with existing local plans / developments.				**X**	National Grid recognises the importance of ensuring that the Project is planned and delivered with due regard to adopted local plans, emerging planning policy and planned development in the area. While the Project is determined in accordance with the Planning Act 2008 and relevant national policy statements, local planning policies and development proposals have informed the Project's design and assessment where relevant. **Application Document 5.5 Planning Statement** provides commentary on how the Project has considered local planning policy in the schemes design and development.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						The Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of cumulative impact carried out in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This in summary is a four stepped process and involves the production of a long list (Stage 1) generated from existing and/or approved development(s) taking into consideration defined Zones of Influence for each environmental topic to be assessed within the EIA of the Project. This long list has been refined into a short list based upon a range of factors including the potential for interactions between the projects to occur, the level of environmental information/ assessment already undertaken by that development that is within the public domain and the certainty (i.e. planning status) of that development occurring (Stage 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) has been undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) is presented within **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects**.
Socioeconomic						
8.13.193	Compensation should be offered for those who are visually impacted.		X	X		The Compensation Code allows for a claim of compensation for a number of prescribed losses that may be experienced by property owners. There is currently no basis in legislation that requires National Grid to provide compensation to third party property owners that believe their property will be devalued by the installation of pylons. While National Grid understand that our proposals cause concerns about visual impact and about property value, UK law does not include for compensation in cases of a loss of view or changes to a view. Any landscape softening that does

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						not remove or reduce a significant residual effect but seeks to off-set the effect is classed as landscape compensation. Such landscape compensation measures are considered in relation to the mitigation hierarchy but there is no requirement under policy to compensate for all residual effects. The residual effects that remain following the application of the mitigation hierarchy and any compensation provided then falls to the planning balance.
8.13.194	National Grid should avoid best quality / most productive agricultural land Concern about impact of pylon placement on good quality agricultural land and the ability to farm land Concern about the economic impact on farmland, including Grade 1 arable land.			X	X	The Project has sought to limit the impact on soils and the best and most versatile (BMV) agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. An assessment of impacts on agricultural land forms part of the Environmental Statement, which has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and presents the results from detailed Agricultural Land Classification surveys undertaken as well as identifying appropriate mitigation to reduce effects in **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report**. During construction there would be a temporary loss of BMV land (ALC Grades 1, 2, and 3a) from agricultural productivity. It is calculated that 1507.49 ha of agricultural land would be temporarily removed from agricultural production during construction, this includes all land within the Order Limits assigned an ALC grade (excludes land identified as non-agricultural, urban or 'other'). Of this, 1045.26 ha (69.33 percent) are mapped as Grades 1, 2 and 3a and, as such, the temporary removal of land is considered to have a temporary significant effect. Permanent loss of agricultural land, to host pylon foundations, highway widening requirements and areas for landscape or ecological mitigation, has been kept to a minimum, and is small in scale. All land required (including areas

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						where soils have been disturbed) temporarily would be reinstated by the end of the construction phase. During construction there would be potential effects on agricultural operations. Commitments set out within **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.4 Outline Construction Traffic Management Plan** to maintain access where practicable throughout construction, would minimise the effects on agricultural landholdings. By the end of construction, land required temporarily would be reinstated. The design requires 3.11 ha for the new-build pylon footings across the route with 60.94 % situated in BMV land. An additional 45.37 ha is also required for environmental/ecological mitigation (including areas for veteran tree compensation, mitigation planting, BNG and flood compensation) of which 70.25 % is mapped as BMV land. It is therefore considered that the permanent removal of 48.49 ha, of which 69.65 % is mapped as comprising BMV land, would have a significant effect in relation to the permanent removal of BMV land from agricultural use. No significant effects on agricultural operations during construction and maintenance are assessed. National Grid is committed to continuing to work with all affected parties, including landowners, farmers, and business owners, to better understand the Project's impact on their operations and to implement solutions and remediations to reduce disruption as the construction programme is developed. Where land is temporarily affected during construction, it will be restored using best-practice soil management techniques, as outlined in **Application Document 7.5 Outline Soil Management Plan** secured by a Requirement in **Application Document 3.1 Draft Development Consent Order**. These measures include detailed measures for soil handling, storage, and reinstatement to ensure the land remains viable for agricultural use post-construction.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.195	National Grid should provide discounted electricity to impacted local residents.				X	National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. National Grid believes communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. Any funding would be available after the Project is granted development consent and construction work has started. The Government guidance sets out funding levels based on the type and extent of qualifying infrastructure. This means that for North Humber to High Marnham, the Community Fund could total around £18 million. In the meantime National Grid have carried out a Project community benefits survey to ask for views on how any future funding could be spent. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge.
8.13.196	Community benefit funding should be used to benefit impacted local communities.			X	X	National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. Any funding would be available after the Project is granted development consent and construction work has started. The community benefit fund on North Humber to High Marnham could be in the region of around £18 million. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.
8.13.197	Community benefit funds are not accessible / there are too many barriers to using community benefit funds.				X	National Grid recognises the concern raised regarding the accessibility of community benefit funding and the importance of ensuring that such funds are clear, transparent and accessible to local communities. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Any funding would be available after the Project is granted development consent and construction work has started. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						closely with local communities to identify where community benefits funds could be spent. The community benefit fund on North Humber to High Marnham could be in the region of around £18 million. National Grid will continue to engage with relevant stakeholders to ensure accessibility and ensure arrangements are fair, inclusive and responsive to local needs.
8.13.198	Community benefit is bribery / is pointless/ will not happen in reality / is not guaranteed / will not compensate for the damage done to the landscape or environment.			X	X	National Grid acknowledges the strength of feeling expressed regarding community benefit arrangements. Community benefit is not intended to influence decision making, nor to compensate for environmental or landscape impacts. It is not a substitute for avoidance, mitigation or compensation required through the statutory planning and environmental assessment process. The Project has been designed and assessed in accordance with national policy and legislation with impacts on the landscape, environment and communities avoided, reduced, or mitigated as far as reasonably practicable through route selection, design refinement and secured mitigation measures. These measures are controlled through the Development Consent Order and associated management plans and are separate from any community benefit initiatives. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Any funding would be available after the Project was granted development consent and construction work had started. In early 2026 National Grid launched the Community Benefit survey for the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Project which allows local communities to let National Grid know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. The community benefit fund on North Humber to High Marnham could be in the region of around £18 million.
8.13.199	Objection to proposal to provide discounted electricity to a limited number of households only – scheme should be extended.				X	The Government has announced plans for a bill discount scheme for households within 500 m of new or upgraded transmission infrastructure. During August – September 2025 the Government sought views on the scheme design. This consultation set out provisional views on the design of specific aspects including; • which transmission infrastructure is in scope • household eligibility • how different eligible household types can access the benefit • the role of a centralised administrator to deliver the scheme The feedback is currently being analysed by the Government and they will set out their next steps in relation to the bill discount scheme. It is important to note that National Grid is not responsible for the bill discount scheme.
8.13.200	Cheap / discounted electricity should be offered to impacted local residents.				X	Government has announced plans for a bill discount scheme for households within 500 m of new or upgraded transmission infrastructure. During August – September 2025 the Government sought views on the scheme design. The feedback is currently being analysed by the Government and they will set out their next steps in relation to the bill discount scheme. It is important to note that National Grid is not responsible for the bill discount scheme.
8.13.201	Concern about impact on local houses / nearby property (general concern).				X	National Grid recognises the importance of protecting residential amenity and minimising impacts on nearby properties. Potential effects on residential receptors including visual impact, noise,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						construction disturbance and land use have been carefully considered as part of the Environmental Impact Assessment (EIA). Neither UK law, National Policy Statements nor the Holford Rules prescribe minimum distances between overhead lines and homes, nonetheless routeing seeks to reduce effects where possible by positioning the alignment midway between properties or positioning properties mid span all subject to the presence of other environmental features and constraints. For reference, the Holford Rules are a set of guiding principles used in the UK to help route overhead power lines in a way that minimises their visual and environmental impact on the surrounding landscape. The Project has been designed to avoid residential properties where practicable, maximise separation distances and align with existing infrastructure to reduce additional impacts. Any implications on landscape and visual receptors, residential amenity or from concerns about electric and magnetic fields are robustly assessed as part of the EIA and balanced as part of the decision making process. The results of this assessment are provided in the Environmental Statement. During construction measures will be implemented through **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitment** to control noise, dust, vibration, traffic and working hours. Where rights over land are required National Grid will engage directly with affected property owners and provide fair compensation in accordance with the Compensation Code.
8.13.202	Landowners will benefit financially at the local area and residents' expense / Only local landowners will benefit from this Project.			X	X	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of the network reinforcements identified as 'essential' and which need to be accelerated to meet 2030 net zero targets set by the Government. Without these upgrades, the network won't have the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project is of national significance with the benefits being wider than the local area. Local communities who host national infrastructure are able to access community benefit funding and those living near the new infrastructure have possible access to a bill discount scheme, some of who may be landowners. All affected landowners would be compensated for any temporary/permanent losses, and this would be dealt with on a case-by-case basis in line with the Compensation Code. National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent and once construction begins, National Grid will work closely with local communities to identify where community benefits funds could be spent. Separate to this, Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge.
8.13.203	Concern about impact on good quality agricultural land / productive	X	X	X		National Grid recognises the importance of protecting productive agricultural land and supporting the continued operation of farms.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	agricultural land / Impact on UK food security / Reduction in amount of agricultural land / More difficult for farmers to farm land / impact on agricultural operations.					The Project has been designed to minimise impacts on agricultural land wherever practicable informed by agricultural land classification, consultation with land owners and route selection that seeks to reduce land take and severance. Where land is required the majority of impacts will be temporary during construction with land restored following completion of works. Pylon locations and access arrangements have been refined to reduce disruption to farming operations and maintain field access. The Environmental Impact Assessment has considered effects on agricultural land and farm businesses including operational impacts such as access, drainage and working patterns. An assessment of soils and agriculture forms part of the Environmental Statement presented in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils.** Measures will be implemented to protect soil quality, including the separate stripping, storage and re-establishment of topsoil and subsoil, enabling land to be returned to agricultural use. Such measures are supported by the site-specific findings detailed within **Application Document 6.13.A2 Environmental Statement Appendix 13.2 Agricultural Land Classification Survey Report,** and are secured within **Application Document 7.5 Outline Soil Management Plan.** National policy recognises that while the protection of agricultural land is important the delivery of nationally significant energy infrastructure is necessary to support the wider economy and long term energy security. Whilst land grades relate to the potential productivity of land, not all high-grade land may be being used to its full potential for a range of reasons, including landowner choices and budgets. It is therefore very difficult to link field-specific impacts from the Project to national food security. The design requires 3.11 ha for the new-build pylon footings across the route with 60.94 % situated in BMV land. An additional 45.37 ha is also required for

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						environmental/ecological mitigation (including areas for veteran tree compensation, mitigation planting, BNG and flood compensation) of which 70.25 % is mapped as BMV land. It is therefore considered that the permanent removal of 48.49 ha, of which 69.65 % is mapped as comprising BMV land, would have a significant effect in relation to the permanent removal of BMV land from agricultural use.
8.13.204	Concern about impact on local villages / rural villages / small villages / communities.			X	X	National Grid recognises the importance of protecting the character, well-being and cohesion of local villages and communities. Potential impacts on communities including visual effects, construction disturbance traffic noise and effects on local amenity have been carefully considered as part of the Environmental Impact Assessment prepared in accordance with the Infrastructure Planning Regulations 2017 ('the EIA Regulations'). Through sensitive routeing and siting National Grid has sought to reduce as far as practicable potential impacts arising from the Project on rural and village communities with priorities, from a socio-economic perspective, to avoid towns, villages and businesses, where there are likely to be people who live and work in the area, maximise separation distances and align with existing infrastructure to limit additional impacts. **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** identifies and assesses the likely significant effects on local communities. Other factors which can impact local communities are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration, Application Document 6.6 Environmental Statement Chapter 6 Landscape** and **Application Document 6.7 Environmental Statement Chapter 7 Visual.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						During Construction impacts will be managed through **Application Document 7.2 Outline Code of Construction Practice, Application Document 7.3 Register of Environmental Actions and Commitments** and associated management plans including controls on working hours, construction traffic management and measures to minimise noise and dust. National Grid is committed to ongoing engagement with local communities, providing clear information and advanced notice of construction activities and responding to concerns as the project progresses. With the proposed mitigation measures in place impacts on local villages and communities will be minimised and managed appropriately in accordance with national policy and best practice.
8.13.205	Concern the Project will result in the devaluation of property / it will be difficult to sell property / concern about blight.	X		X	X	National Grid acknowledges that its proposals may cause concern to land and property owners. National policy and established planning practise recognised that changes in property value can occur due to a range of factors and that property value impacts alone are not a determinative planning consideration. Where land or rights over land are required, or where properties are directly affected by the Project National Grid will provide compensation in accordance with the Compensation Code which provides for compensation where specific legal criteria are met. In addition, statutory blight provisions may apply in certain circumstances enabling eligible property owners to seek compensation or require acquisition of their property. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. National Grid would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with the National Grid Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of compensation for the loss that property owners

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. The use of compulsory acquisition powers is a last resort and National Grid will look to acquire by voluntary agreement wherever possible.
8.13.206	Development needs to be spread fairly. Concern the area is being exploited for the benefit of other regions / there is no benefit for the local community / concern that the Project will have a negative impact on communities who do not benefit from it. National Grid needs to provide further information on potential benefits to residents and communities.			X	X	North Humber to High Marnham is an essential new reinforcement that forms part of The Great Grid Upgrade and is one of the network reinforcements located across the country, identified as 'essential' and which need to be accelerated to meet 2030 targets. Without these upgrades, the network won't have the capacity that is needed to move electricity from where it is produced to where it is needed. Therefore, National Grid need to upgrade it to maintain system compliance and prevent overloading circuits as they transport the energy that is generated. The Project would support the UK's renewables targets by adding capacity to accommodate increasing power flows of energy. This is generated mostly from offshore wind in Scotland and North East England, which is expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the Project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network. The Project is located in this area following assessment of a range of strategic options to meet the transmission network requirements. **Application Document 7.17 Strategic Options Report including Needs Case** provides further detail on the solution taken forward in the Application. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. National Grid believe communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. In early 2026 National Grid launched our Community Benefit survey for the Project which allows local communities to let National Grid know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households, currently thought to be those within 500m of the Project. National Grid will continue to work with Government as further details of this scheme emerge.
8.13.207	Suggestions for community benefit fund use / cheap electricity / creation of greenspace / improvement to PRoW. Support for Community benefit funding / Community benefit funding should be used to benefit impacted local communities / National Grid should consult community on best use of community benefit.	X	X	X	X	National Grid believes communities should be rewarded for hosting new transmission infrastructure essential to boosting home grown, cleaner and more affordable power for the country. National Grid welcome the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid are committed to working with Ofgem, industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Any funding would be available after the project is granted development consent and construction work has started. In the meantime, National Grid have developed a community benefits survey to ask for views on how any future funding could be spent. The

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						community benefit fund on North Humber to High Marnham could be in the region of around £18 million. In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let us know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent. Separate to this guidance, Government has also announced plans for a bill discount scheme for nearby households, those within 500m of the Project. National Grid will continue to work with Government as further details of this scheme emerge.
8.13.208	Concern about disruption due to ongoing maintenance work.			X		The typical lifespan of an overhead line would be at least 40 years, depending on use and location whilst a pylon would typically last 80 years before requiring full refurbishment. Maintenance inspections of overhead line routes are typically undertaken on an annual basis by ground-based operatives walking through the route and by a helicopter or small aircraft/drone identifying and recording any faults or defects. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of high resistance joints or defects on each pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. These activities are not overly burdensome and will be planned in the least disruptive way possible. If consented National Grid will secure rights of access for maintenance through voluntary agreement or use of compulsory acquisition powers and when gaining access for maintenance National Grid will limit any disruption to the landowner as far as possible.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.209	Concern about impacts on local businesses/ businesses should be protected.	X			X	National Grid recognises the importance of local businesses to the area and has considered potential effects on business operations as part of the Environmental Impact Assessment prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). National Grid has sought to reduce as far as practicable potential impacts arising from the Project to local businesses. To reduce potential impacts, National Grid have identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been considered during the iterative design process. Our priorities, from a socio-economic perspective, is to where possible avoid towns, villages and businesses. Potential impacts during construction, such as changes to access, traffic disruption or temporary disturbance have been assessed and mitigation measures developed to minimise disruption. Where practicable, construction activities will be planned to maintain access to business premises and manage traffic effectively. A socio-economic assessment forms part of the Environmental Statement. **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics** presents the finding of the assessment which has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The good practice measures to reduce effects on the local economy, which include a commitment to communicate information about the proposed works to local communities are secured within **Application Document 7.2 Outline Code of Construction Practice**.
8.13.210	Concern about impacts on local tourist facilities / tourism to the area.	X			X	National Grid recognises the importance of tourism to the local economy and has considered potential effects on tourist facilities as part of the Environmental Impact Assessment. The results of the

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						assessment are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. To reduce potential impacts National Grid have identified businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks and considered these during the iterative design process. Potential impacts during construction, such as temporary visual effects, changes to access, or disruption to recreational routes have been assessed and mitigation measures identified to minimise effects. Where practicable construction activities would be planned to reduce disruption, maintain access to tourist facilities and provide clear information to visitors and local businesses. The design of the Project has sought to minimise visual and landscape impacts including through route selection, alignment with existing infrastructure and landscape mitigation measures. Assessment findings presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** consider that impacts on tourism are expected to be not significant and that the Project would not result in long term adverse effects on the viability of local tourist facilities with mitigation in place secured within **Application Document 7.3 Register of Environmental Actions and Commitments**.
8.13.211	Concern about impact on quality of life for residents / families / children.			**X**	**X**	National Grid acknowledges concerns regarding the potential of the project on the quality of life of local residents, families and children. These matters have been considered with the within the Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES contains an assessment of the potential direct and indirect effects of the Project on communities, including through changes to the local environment, construction activity, access and recreation,

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						employment and wider determinants of health presented within **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**., **Application Document 6.18 Environmental Statement Chapter 18 Human Health** with other factors which can impact local communities' quality of life are assessed in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality**, **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration**, **Application Document 6.6 Environmental Statement Chapter 6 Landscape**, **Application Document 6.7 Environmental Statement Chapter 7 Visual**, and **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessments identify where effects are likely to be significant and considers appropriate measures to avoid, reduce or manage these effects. Regarding effects to quality of life during construction of the Project mitigation is presented within **Application Document 7.2 Outline Code of Construction Practice** and sets out the good practice measures to reduce effects on people and local communities during construction and also includes a commitment to communicate information about the proposed works to local communities secured through Requirements in **Application Document 3.1 Draft Development Consent Order.** No residual significant effects are anticipated.
8.13.212	Concern about impact on recreational activity.	**X**			**X**	The Project has been designed to avoid or minimise impact on recreational assets wherever practicable, including public, bridleways, cycle routes and areas of informal recreation. Where construction activities may result in temporary disruption, measures will be implemented to maintain safe access, provide suitable diversions, and clearly communicate any temporary changes. Following construction, affected recreational routes will be reinstated and made available for continued use.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Potential impacts on recreational routes, facilities and open spaces have been considered as part of the Environmental Impact Assessment presented with an Environmental Statement prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** contains an assessment of the potential effects on people, communities and recreational uses
8.13.213	National Grid should provide local employment and training opportunities.		X		X	Drawing from experience from other National Grid projects, it is likely that approximately 20% of the workforce could be secured from the local labour market. Furthermore, National Grid promotes the use of local supply and small and medium enterprises (SMEs) through the main contractors. In addition, National Grid also works with schools and local authorities to encourage the next generation of engineers and help the long term unemployed to develop new skills. Potential effects on the local economy are considered in **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. **Application Document 7.3 Register of Environmental Actions and Commitments** confirms prior to the commencement of construction works, National Grid and the Main Works Contractor(s) will produce and comply with a Skills, Supply Chain and Employment Plan.
8.13.214	National Grid should ensure individual farmers are not being disproportionately impacted.				X	National Grid is and will continue to work with all landowners including farmers who may be directly affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be established. The effects on agriculture and soil are

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						considered in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils.**
8.13.215	Overhead lines have lasting negative socioeconomic impact compared to underground options.				X	National Grid acknowledges the consideration of socioeconomic impacts in the assessment of different routeing and technology options. National Grid is required under the Electricity Act 1989, to develop proposals in a manner that is efficient, coordinated and economical, and to have regard to people and places. Each network upgrade must be considered on its individual merits, as required in planning law. The national policy statement (NPS) which covers developing new electricity networks infrastructure (EN-5) states that the government expects overhead lines will often be appropriate. It does, however, recognise that there will be cases where this is not so, for example, at particularly sensitive locations, where potential adverse landscape and visual impacts of an overhead line may make it unacceptable in planning terms, taking account of the specific local environment and context. The electricity transmission network forms a co-ordinated network of routes to carry power to the main urban areas in Britain where electricity is used. With new sources of power tending to be located more towards the northern half of Britain and especially off the east and (to a lesser degree) west coasts, the grid needs to be rebalanced to carry power from the coast into the centre. North Humber to High Marnham will direct power from the east coast towards the central Midlands to help meet growing demand, which an underground link in the sea could not do. National Grid does not have a preferred solution, while overhead lines may have visual and landscape effects, they allow land to remain in productive use beneath the infrastructure and are generally quicker to construct, can be easier to maintain and less disruptive to communities during construction than underground options in some circumstances. **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics,**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Recreation and Tourism contains an assessment of the socio-economic effects. National Grid has implemented mitigation measures to minimise residual socioeconomic effects including engagement with landowners, traffic management and restoration of affected areas. Following the assessment presented in **Application Document 7.17 Strategic Options Report Including Needs Case**, the proposed overhead line solution balances technical feasibility, cost, environmental and socio-economic impacts and provides a reliable solution while minimising negative effects on local communities.
8.13.216	Energy generation should be used locally and not transmitted to the south.				X	Whilst National Grid acknowledges the view expressed, the electricity system in Great Britain operates as an integrated national network, designed to balance generation and demand across regions to ensure security of supply, reliability and affordability. National energy policy recognises that renewable generation is often located where resources are available such as coastal or rural areas while demand is concentrated elsewhere. As a result, strategic electricity transmission infrastructure is required to transport electricity efficiently across the network and to manage fluctuations in generation and demand. National policy statements EN-1 and EN-5 identify the need for new and reinforced transmission infrastructure to support the operation of the national electricity system, regardless of where electricity is ultimately consumed. The Project forms part of this wider network and is required to ensure resilience and flexibility across the system as a whole. The planning process focuses on assessing and mitigating the local impacts of the Project rather than determining how electricity is allocated within the National Grid. National Grid has therefore concentrated on minimising environmental and community impacts while delivering infrastructure that meets identified national needs.
Sustainability						

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.217	Suggestion that greater emphasis should be placed on alternative forms of energy generation, particularly rooftop solar and nuclear power, including small modular nuclear reactors. Respondents considered that increased deployment of these technologies, alongside enhanced energy storage, could reduce the requirement for major wind energy developments and associated electricity grid upgrades.			X	X	National Grid recognises the importance of achieving UK sustainability and carbon reduction targets and notes the interest in alternative energy solutions. The Project is designed to support the transition to a low carbon energy system by providing a reliable electricity transmission connection necessary for the integration of renewable generation and to maintain energy security. Alternative solutions, including underground routes localised generation, storage, or other renewable technologies have been considered as part of the Project's needs case. National Policy Statements EN1 and EN5 along with the Planning Act 2008 emphasise that the delivery of national significant infrastructure is required to meet energy demand and sustainability targets, and that overhead transmission infrastructure remains the most technically feasible, reliable and timely method of transporting electricity over long distances. While the project focuses on delivering the necessary transmission infrastructure, National Grid remains committed to incorporating embedded environmental mitigation measures, efficiency improvements and best practise to minimise carbon emissions and support broader sustainability objectives where practicable.
8.13.218	Concern the carbon footprint of installing pylons is high.				X	National Grid recognises the importance of minimising carbon emissions associated with the delivery of new infrastructure. The carbon footprint of the project including manufacture of materials, construction activities and transportation has been considered as part of the Project's design and environmental assessment as set out in as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**. The majority of construction phase greenhouse gas (GHG) emissions are attributed to embodied emissions in raw materials. The main contributor to embodied carbon would be the infrastructure associated with the Project, such as the conductors and pylons. Other emission sources include material transport, construction

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						activities, worker transport, waste, and pre-construction demolition (for example dismantling of existing pylons and vegetation removal). While the installations involve upfront embodied carbon, overhead line infrastructure typically has a lower whole life carbon footprint compared to underground alternatives, which require extensive excavation, large volumes of concrete, prolonged construction periods, and more carbon intensive materials. Overhead lines also allow for more efficient construction and maintenance reducing long term emissions. National Grid is committed to reducing construction related carbon emissions wherever practicable through measures such as efficient design, use of low carbon materials where available, optimised construction logistics, utilising electric or other low-carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Greenhouse Gas Reduction Strategy**. Having regard to this mitigation the Project's contribution to GHG emissions has been minimised as far as reasonably practicable. In accordance with the Institute of Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the Project is assessed as minor adverse and not significant. This is because the Project's GHG emissions are consistent with applicable national and local climate policy requirements and align with current good practice design standards.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.219	Concern about the Projects carbon impact / a carbon assessment should be undertaken. The Project is not green / does not improve environment/ is not sustainable.			X	X	The importance of addressing carbon emissions and sustainability in delivery of nationally significant infrastructure is recognised by National Grid. The carbon impacts associated with the Project, including construction and operation, have been considered as part of the Environmental Impact Assessment and project design. **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** provides the assessment of the impacts from the construction and operation of the Project on global climate. While the Project involves upfront embodied carbon from materials and construction activities, it is enabling infrastructure that supports the connection and transmission of low carbon and renewable electricity required to meet the UK's net zero and energy security objectives. As such, the Project plays a key role in facilitating the wider decarbonisation of the energy system. National Grid has considered carbon impacts on a whole life basis, recognising that overhead transmission infrastructure generally has a lower lifecycle carbon footprint than underground alternatives, due to reduced material use, shorter construction periods and lower long term maintenance requirements. National Grid is committed to reducing construction related carbon emissions wherever practicable through measures such as efficient design, use of low carbon materials where available, optimised construction logistics, utilising electric or other low-carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change,** and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Green House Gas Reduction Strategy**. The Project's contribution to GHG emissions has been minimised as far as reasonably practicable. In accordance with the Institute of

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the Project at both construction and operation (including maintenance) is assessed as minor adverse and not significant. This is because the Project's GHG emissions are consistent with applicable national and local climate policy requirements and align with current good practice design standards.
8.13.220	Concern about future sustainability of energy (general concern, not limited to the project).				X	National Grid recognises the importance of ensuring that the UK's energy system is sustainable, resilient and capable of meeting future demand. The Project forms part of the national electricity transmission network and is intended to support the long term transition to a low carbon energy system in line with national policy and net zero commitments. National policy statement EN1 and EN5 identify the need for timely delivery of new and upgraded electricity transmission infrastructure to enable the connection of renewable and low carbon generation, maintain security of supply, and support future energy demand. While infrastructure development inevitably has local impacts, these have been carefully assessed and mitigated wherever practicable. When viewed in the context of the wider energy system the Project represents a sustainable and necessary investment in the UK's future energy resilience and decarbonisation. The Project supports national energy and climate objectives by enabling the transmission of low-carbon and renewable electricity, strengthening network resilience, and relieving capacity constraints both regionally and across the UK. It facilitates the connection of new and contracted generation, including contributing to the Government's target of 50 GW of offshore wind by 2030. As outlined in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change,** the Project's impacts on climate change during construction and operation have been assessed, the residual effect of GHG emissions associated with the Project at both construction and operation (including maintenance)

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						is assessed as minor adverse and not significant. This is because the Project's GHG emissions are consistent with applicable national and local climate policy requirements and align with current good practice design standards.
8.13.221	The Project should ensure there is sufficient capacity to meet future needs / future proofing the capacity.				X	Delivery of the Project is necessary to help alleviate network capacity constraints both in the region and throughout the UK. The Project would not only facilitate delivery of additional network capacity to support contracted electricity generation coming online; moreover, it would also help to deliver the Government's aspiration to connect 50GW of offshore wind to the network by 2030 and the UK's legally binding commitment to reduce greenhouse gas emissions by 100% compared to 1990 levels by 2050
8.13.222	Criticism of the UK Government green agenda / policy. UK has no impact on global climate change.			X	X	National Grid acknowledges the view expressed but notes that climate change is a global issue resulting from the cumulative impact of emissions from all countries including the UK. National policy recognises that while the UK's emissions represent a portion of global emissions, collective action by individual nations is essential to address climate change effectively. The UK has committed to achieving net zero greenhouse gas emissions relative to the 1990 baseline by 2050, and national energy and national energy policy identifies the need for low carbon electricity infrastructure as a key component of meeting this target. The Project supports these objectives by enabling the transmission of low carbon and renewable electricity and by strengthening the resilience of the national electricity network. Delivery of the Project is necessary to help alleviate network capacity constraints both in the region and throughout the UK. The Project would not only facilitate delivery of additional network capacity to support contracted electricity generation coming online; moreover, it would also help to deliver the Government's aspiration to connect 50GW of offshore wind to the network by 2030 and the UK's legally binding commitment to reduce greenhouse gas emissions by 100%

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						compared to 1990 levels by 2050. **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** provides the assessment of the impacts from the construction and operation of the Project on climate change. As set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**, projects of this nature are essential to deliver the infrastructure required to enable additional renewable generation. This, in turn, supports the UK's net zero targets while also enhancing energy security.
8.13.223	Great Grid Upgrade / Net Zero should not be at expense of other factors (landscape, residents, the environment etc).			X	X	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government's Clean Power Action Plan 2030, whilst not planning for a specific technology solution, predicts that '*a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar*' but also complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals and would be facilitated by this Project. The Project will adhere to environmental regulations to ensure that the Project does not significantly harm the environment. Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the iterative design process has been able to take account of existing biodiversity and the natural environment and where practicable, seeks to reduce impacts through avoidance or mitigation. The Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						identifies and assesses the likely significant effects on the environment resulting from the Project and recommends appropriate mitigation to reduce effects. Detailed mitigation and the good practice measures to reduce effects on the environment are secured within **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments.**
8.13.234	Opposition to Net Zero / Net Zero is unachievable / Climate Change is not real / Project has nothing to do with Net Zero / UK has no impact on global climate change. Opposed to the use of wind and / or solar power / opposed to the construction of infrastructure that caters for and facilitates wind and/or solar power.			X	X	National Grid acknowledges the views expressed. National energy and climate policy is established by the UK Government including the statutory commitment to achieving net zero greenhouse gas emissions and the transition to a low carbon energy system. National policy statements EN -1and EN-5 identify a clear and ongoing need for new and upgraded electricity transmission infrastructure to maintain security of supply, meet future electricity demand, and enable the operation of the national electricity system. The Project forms part of the strategic electricity network and is required to support these national objectives regardless of the specific generation technologies connected. National Grid is not a generator of energy, but under its transmission licence has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. The Application is required to assess the impacts of the proposed Project, not to determine national energy or climate policy. As such National Grid has focused on assessing and mitigating local environmental, social and amenity impact in accordance with legislation and policy. The Project meets an identified national need and has been designed and assessed in line with current policy, with appropriate mitigation proposed to address local impacts.
8.13.235	Support for Net Zero aspect / Appreciate need to incorporate green	X		X	X	National Grid appreciates this feedback and welcomes support for this Project and its need in reaching Net Zero targets, for which it is

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
	energy and renewable technologies into the energy system.					necessary to incorporate green energy and renewable technologies into the energy system.
8.13.236	Energy generation should be used locally and not transmitted to the south.				X	Whilst National Grid acknowledges the view expressed, the electricity system in Great Britain operates as an integrated national network, designed to balance generation and demand across regions to ensure security of supply, reliability and affordability. National energy policy recognises that renewable generation is often located where resources are available, such as coastal or rural areas, while demand is concentrated elsewhere. As a result, strategic electricity transmission infrastructure is required to transport electricity efficiently across the network and to manage fluctuations in generation and demand. National policy statements EN-1 and EN-5 identify the need for new and reinforced transmission infrastructure to support the operation of the national electricity system, regardless of where electricity is ultimately consumed. The Project forms part of this wider network and is required to ensure resilience and flexibility across the system as a whole. The planning process focuses on assessing and mitigating the local impacts of the Project rather than determining how electricity is allocated within the National Grid. National Grid has therefore concentrated on minimising environmental and community impacts while delivering infrastructure that meets identified national needs. National Grid welcomes the Government's Guidance on Community Funds for Transmission Infrastructure. This guidance offers a clear framework and will enable National Grid to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment., through community benefit funding. Any funding would be available after the Project is granted development consent and construction work has started. The community benefit fund for North Humber to High Marnham could be in the region of around £18 million.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						In early 2026 National Grid launched our Community Benefit survey for the project which allows local communities to let National Grid know where community benefit funding could leave long-lasting benefits. If the Project is granted development consent, National Grid will work closely with local communities to identify where community benefits funds could be spent.
8.13.237	Concern that overhead lines contribute to Greenhouse Gases.				X	National Grid recognises the importance of reducing greenhouse gas emissions (GHG) associated with new infrastructure. The overhead line itself does not generate direct greenhouse gas emissions during operation, however within the climate assessment presented in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change** operational phase GHG emissions are attributed to transmission losses (energy lost as heat during power flow and the resulting indirect greenhouse gas emission), and also GHG emissions associated with maintenance activities. Direct GHG emissions associated with the Project arise mainly during construction. The majority of construction phase GHG emissions are attributed to embodied emissions in raw materials. The main contributor to embodied carbon would be the infrastructure associated with the Project, such as the conductors and pylons. Other emission sources include material transport, construction activities, worker transport, waste, and pre-construction demolition (for example dismantling of existing pylons and vegetation removal). These emissions have been considered as part of the Project's Environmental Impact Assessment**. Application Document 6.19 Environmental Statement Chapter 19 Climate Change** provides an assessment of the Projects impacts on climate change. National Grid is committed to reducing construction (and maintenance) related carbon emissions wherever practicable through measures such as efficient design, use of low carbon

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						materials where available, optimised construction logistics, utilising electric or other low-carbon plant and equipment wherever available and practicable, and implementation of best practice construction management. These measures will be secured through **Application Document 7.2 Outline Code of Construction Practice** and associated controls as set out in **Application Document 6.19 Environmental Statement Chapter 19 Climate Change**, and further measures considered in **Application Document 6.19.A4 Environmental Statement Appendix 19.4 Greenhouse Gas Reduction Strategy**. Furthermore, the Project provides essential infrastructure required to support the connection and transmission of low carbon and renewable electricity and to maintain the resilience of the national electricity system; and plays an important role in supporting the transition to a lower carbon energy system. The Project's GHG emissions are consistent with applicable national and local climate policy requirements and align with current good practice design standards. The Project's contribution to GHG emissions has been minimised as far as reasonably practicable. In accordance with the Institute of Environmental Management and Assessment GHG assessment guidance, the residual effect of GHG emissions associated with the Project at both construction and operation (including maintenance) is assessed as minor adverse and not significant.
8.13.238	Opposed to the use of wind and/or solar power / opposed to the construction of infrastructure that caters for and facilitates wind and/or solar power.			**X**	**X**	The Government, in its Clean Power 2030 Action Plan, states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the Action Plan has outlined a plan to increase energy from offshore wind to 43-50 GW by 2030 although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
8.13.239	Suggestion that efforts should be made to encourage more modest energy consumption / energy saving schemes should be prioritised.				X	The importance of reducing and improving energy efficiency are key components of national energy policy. Energy saving measures and demand reduction initiatives play an important role in supporting sustainability objectives and reducing overall energy use. However, national policy recognises that even with increased energy efficiency and more modest consumption, there remains a clear and ongoing need for new and reinforced electricity transmission infrastructure. This reflects the electrification of transport, heating and industry, the connection of renewable and low carbon generation and the need to maintain security and a secure and resilient system. National Policy Statements EN-1 and EN-5 identify that energy efficiency measures complement to but do not replace the requirement for strategic network infrastructure. The Project forms part of the national electricity transmission system and is required to meet forecast demand and support the transition to a low carbon energy system. National Grid has therefore focused on delivering the necessary infrastructure while seeking to minimise environmental and community impacts in accordance with national policy and best practise.
8.13.240	Concern the Project will diminish efforts to increase carbon sequestration within agricultural land.				X	National Grid recognises the importance of increasing carbon sequestration within agricultural land and supporting sustainable Land Management practises. The Project has been designed to minimise permanent land take on to enable land to be returned to agricultural use following construction wherever practicable. The majority of impacts on agricultural land are temporary during construction, with soils carefully managed through measures such as the separate stripping, storage and re-establishment of topsoil

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						and subsoil these measures are secured within **Application Document 7.5 Outline Soil Management Plan** and are intended to protect soil structure and function, allowing land to continue to support agricultural productivity and carbon sequestration after construction. Pylon locations, access routes and construction compounds have been planned to reduce disruption to farming operations and soil management practices. Where permanent infrastructure is required landowners will be engaged to explore opportunities for continued agricultural use around infrastructure and for the integration of land management practices that support soil health and carbon storage where appropriate. With the proposed mitigation and restoration measures in place the Project is not anticipated to materially diminish the ability of agricultural land to contribute to carbon sequestration.
Traffic and Transport						
8.13.241	Concern about traffic disruption due to proximity of development to Major Accident Hazard sites and how this may alter the development of the proposal.	**X**				The importance of ensuring that construction and operation of the Project do not adversely affect the safety or operation of Major Accident Hazard (MAH) sites including through disruption is recognised by National Grid. The proximity of MAH sites forms part of the Project's design which has been guided by the Environmental Impact Assessment and analysis can be found in **Application Document 7.15 Transport Assessment** Construction traffic movements are to be carefully managed to avoid interference with emergency access routes, operational requirements and safety zones associated with MAH sites. Mitigation measures are secured through **Application Document 7.4 Outline Construction Traffic Management Plan** and associated controls which will include agreed haul routes, timing restrictions, traffic coordination and liaison with site operators and relevant authorities.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.242	Concern about haulage / construction traffic routes. Concern about construction traffic impact on local major roads. Concern about traffic safety during construction. Concern about traffic safety due to an increase in vehicles.	X			X	The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects of the Project and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** The assessment includes a Traffic and Transport assessment presented within **Application Document 7.15 Transport Assessment**. As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP) for the Project. The OCTMP defines the local road network to be used for construction traffic movements, and sets out the good practice measures to ensure safe working practices will be implemented, such as closing roads or implementing traffic management to maintain safety to road users during construction. As the Project moves forward, National Grid will continue to engage throughout the planning process and, if consented, National Grid have committed to keeping residents, landowners and others fully informed regarding the Project construction programme. Stakeholders will also be provided with a point of contact, in the event of any issues arising during the construction period. Detail is set out in the **Application Document 7.4 Outline Construction Traffic Management Plan.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.243	Construction traffic should not be allowed into the village / town.				X	National Grid, as part of our iterative design process, has undertaken an assessment to gain an understanding of the existing local road network which the Project may need to utilise during both the construction and operation phases presented in **Application Document 7.15 Transport Assessment**. As part of this assessment, National Grid have worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The Environmental Statement reports the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** along with dust/emissions and noise in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality** and **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration.** To minimise disruption to villages and towns a dedicated haul road is proposed to carry construction traffic along the route, reducing the need for vehicles to travel through local villages and towns. The outline OCTMP identifies the haul road, access points, restrictions on the use of local roads and measures to minimise disturbance to residents. Where it is not possible to entirely avoid a settlement, traffic movements will be controlled, limited and timed to reduce impacts with additional measures such as signage and restrictions on working hours. National Grid will continue to work with the local highway authority and communities to ensure that construction traffic is managed safely and responsibly with ongoing monitoring and the ability to respond promptly to issues should they arise as set out in **Application Document 7.4 Outline Construction Traffic Management Plan.**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.244	Construction and maintenance traffic routes should take the least disruptive route.	X	X			National Grid recognises the importance of managing traffic to reduce risk of disruption to communities and the environment. Construction and maintenance routes have been carefully considered to avoid villages, communities and residential areas and sensitive locations wherever practicable. A dedicated haul road is proposed along the route to reduce the need for vehicles to use local roads**. Application Document 7.4 Outline Construction Traffic Management Plan** and ongoing maintenance access arrangements will ensure that traffic is routed along the least disruptive paths where practicable with measures such as controlled timings, traffic marshals, signage and liaison with local authorities to minimise impacts. National Grid will continue to engage with local communities and highway authorities to monitor and adjust routes where necessary ensuring that traffic impacts are managed safely and responsibly throughout construction and operation – this commitment is set out in **Application Document 7.4 Outline Construction Traffic Management Plan**.
8.13.245	Concern about disruption from maintenance traffic.	X	X	X	X	National Grid recognises that the ongoing maintenance of the electricity transmission infrastructure is required to ensure safety and reliability. Maintenance traffic will be infrequent, planned and managed to minimise disruption to local communities, residents and road users. Where practicable maintenance access has been designed to be via existing roads and tracks avoiding residential areas and sensitive locations. As maintenance works would require a limited workforce and infrequent access to ensure the operational Project is appropriately surveyed, assessed, and maintained, traffic impacts during operation and maintenance have been scoped out for assessment as it would not give rise to significant effects, as set out in **Application Document 7.15 Transport Assessment** and **Application Document 7.4 Outline Construction Traffic Management Plan**.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.246	Traffic surveys need to take place / A range of traffic surveys at different times of year should take place.	X				National Grid recognises the importance of robust traffic data to inform the assessment of potential construction and operational impacts. **Application Document 7.15 Transport Assessment** provides detail on traffic surveys which have been undertaken in accordance with established guidance and consultation with the relevant highways authorities. These surveys are designed to capture typical traffic flows, peak flows and seasonal variations to ensure the assessment reflects real-world conditions. The results of these surveys has informed **Application Document 7.4 Outline Construction Traffic Management Plan** and helps ensure that impacts on local roads, residents and communities are minimised where practicable.
8.13.247	Feedback on the Preliminary Environmental Information Report - National Grid should factor other developments into the Future Baseline traffic modelling.				X	Traffic modelling, used for the assessment of the Project, has included committed future developments within the surrounding area; and incorporated this in the uncertainty log. Once established, the committed future development flows were added to the baseline traffic flows prior to introducing the Project traffic. This approach allowed National Grid to make an assessment of the cumulative impact and assesses the Future Baseline conditions appropriately. National Grid considers this to be compliant with the requirements of DfT's Transport Analysis Guidance (TAG). More information on the traffic modelling of the Project is within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**.
Walkers, cyclists and horse riders						
8.13.248	Concern about impact on bridleways.	X			X	Through routeing and siting work, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to bridleways. The iterative design process has identified the existing bridleway network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to bridleways. In the event that any significant effects on a bridleway

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						are identified that cannot be avoided and mitigation is required, mitigation measures include, the temporary closure of bridleways during the construction phase, with a diversion to allow for the continued use and movement of the wider bridleway network. National Grid has worked closely with the relevant highway authorities to understand and gain information on bridleways and the local Public Rights of Way (PRoW) network. Effects on bridleways have been mitigated where possible, maintaining access where practicable, with closures as a last resort for short periods while construction activities occur. Impacts on Public Rights of Way (PRoW), including bridleways, are discussed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism**. Bridleways crossing the working area would be managed with access only closed while construction activities occur. The locations of any bridleway affected by the Project along with the proposed diversion routes are shown in **Application Document 7.6 Outline Public Rights of Way Management Plan.**
8.13.249	Concern about impacts on PRoW (Visual / Noise / Closure).	**X**			**X**	Through routeing and siting work, National Grid has sought to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative design process has identified the existing PRoW network and wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. Effects on PRoW have been mitigated where possible, maintaining access where practicable, with closures as a last resort with temporary diversions provided to ensure continued access to the network. National Grid has worked closely with the relevant highway authorities to understand and gain information on the PRoW network. In respect of noise, **Application Document 7.3 Register**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						of Environmental Actions and Commitments and **Application Document 7.7 Outline Noise and Vibration Management Plan** outline the control and management measures that would be used to reduce noise and vibration during construction. With the implementation of these measures, levels of noise and vibration are reduced to a non-significant level. PRoWs crossing the working areas will be managed in accordance with the measures set out in **Application Document 7.6 Outline Public Rights of Way Management Plan**. Access disruption will be minimised, where practicable and safe, while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns. Impacts on PRoW are discussed in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics**, **Recreation and Tourism** and **Application Document 6.6 Environmental Statement Chapter 6 Landscape**. The locations of the PRoW affected by the Project along with the proposed diversion routes are shown in **Application Document 7.6 Outline Public Rights of Way Management Plan.**
8.13.250	National Grid must provide more information about mitigation for impact on PRoWs.	**X**			**X**	The level of detail presented during the statutory consultation in 2025, was proportionate to the Project's status at that time and was presented as preliminary within the Preliminary Environmental Information Report. This information was based upon desk-based reviews and assessments, as well as early survey findings, which have continued to progress through to the detailed environmental baseline collected to enable the undertaking of the Environmental Impact Assessment (EIA). The detailed environmental baseline now available has been used to identify appropriate mitigation measures where required.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Mitigation is presented within **Application Document 7.2 Outline Code of Construction Practice** (CoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments** which set out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors. The locations of the Public Rights of Way affected by the Project along with the proposed diversion routes are shown in **Application Document 7.6 Outline Public Rights of Way Management Plan**. National Grid recognises the importance of maintaining safe and accessible routes for recreational users, including footpaths, bridleways and cycle ways and is committed to providing as much information about mitigation to those affected as possible, in the aim of causing as little disruption to as possible with a commitment within the outline CoCP to engage with communities during construction.
8.13.251	The Project will have lasting impacts on walkers, cyclists and horse riders.	**X**			**X**	National Grid recognises the importance of maintaining safe and accessible routes for recreational users, including footpaths, bridleways and cycle ways. The Project has been designed to avoid unnecessary disruption to Public Rights of Way (PRoW) and other recreational routes wherever practicable. During construction the continued access for use of PRoW, cycle routes and bridleways will be facilitated where feasible in order to minimise the number of diversions and temporary closures required. Where construction could temporarily affect these routes measures have been implemented and presented within **Application Document 7.6 Outline Public Rights of Way Management Plan** to maintain safe access, provide alternative routes where required and clearly communicate any temporary restrictions. There is no permanent impact on PRoW arising from the Project. Potential for impacts on walkers, cyclists and horse riders is assessed and presented within **Application Document 6.14**

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						Environmental Statement Chapter 14 Traffic and Transport, Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism and Application Document 6.6 Environmental Statement Chapter 6 Landscape.
Water, Flood Risk and Drainage						
8.13.252	Concern about impacts on drainage.	**X**		**X**		National Grid has sought to and will continue to seek to reduce the impact on watercourses and the land drainage regime through the routeing and siting exercise, seeking to avoid potential interactions through careful siting of infrastructure and pylons, and maintaining riparian buffers. The Environmental Statement (ES) and Water Framework Directive (WFD) Assessment that has been prepared assesses the potential for effects on all attributes of the watercourses within the study area, including on their water quality, flow regimes, morphology and land drainage functions, considering both construction and the operation of the Project. These assessments have been prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the assessment are within **Application Document 6.11 Environmental Statement Chapter 11 Water Environment,** which concludes that there would be no significant residual effects given the controls and mitigation measures included within **Application Document 7.3 Register of Environmental Actions and Commitments**. The ES includes consideration of the potential for impacts, both temporary and permanent, on existing land drainage regimes and existing drainage infrastructure serving farmland. Surveys and landowner engagement have been undertaken to understand existing field drainage systems within the Order Limits and a **Framework Construction Surface Water Management Plan (CSWMP) Appendix B of Application Document 7.13 Flood Risk Assessment** has been produced to support the ES, which

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						sets out the measures that will be adopted for managing runoff within the construction areas. National Grid's flood risk and drainage consultants have worked closely with the Environment Agency, and other relevant stakeholders, to ensure that the development does not increase flood risk or exacerbate any existing drainage issues. In addition to this, as the Project advances, National Grid will work closely with directly impacted landowners who may be affected by our proposals, in order to minimise our impacts on their land and operations, and the Project's impact on the wider area.
8.13.253	National Grid should engage with drainage consultants with regard to drainage.			X		National Grid has appointed experts in drainage to support with the Project's assessment on the water environment. The findings of the assessments are reported in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** and **Application Document 7.13 Flood Risk Assessment.**
8.13.254	Concerned the Project will result in flooding.	X			X	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise. However, in some areas flood zones are extensive, particularly land within the Order Limits to the north and of south of the River Ouse, as well as in the mid-sections of the Project, associated with the River Trent, and cannot be wholly avoided. Where this is the case, the new Project infrastructure has been subject to a detailed Flood Risk Assessment (FRA) presented in the Application as **Application Document 7.13 Flood Risk Assessment** which characterises flood conditions (extents, depths, frequencies). This information has informed the design, to ensure it is in line with policy requirements, that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA has identified any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. This includes provision of compensatory

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
						floodplain storage to prevent loss of floodplain volume and associated flood risk increase. The results of the assessments are presented in **Application Document 6.11 Environmental Statement Chapter 11 Water Environment,** which conclude no significant residual effects on flood risk.
8.13.255	Concern about the impact of sewage / discharge into watercourses.	X				National Grid recognises the importance of protecting water quality and aquatic environments. The Project does not propose any discharges of sewage or other foul water into watercourses.
8.13.256	Concern about the impact on local watercourses and aquifer.	X				National Grid recognises the importance of protecting local water courses, common groundwater and aquifers. Potential impacts on surface water and groundwater have been assessed as part of the Environmental Impact Assessment including risks from the construction, operation and maintenance activities. **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** and **Application Document 7.12 Water Framework Directive Assessment** assess the potential for effects on all attributes of the watercourses within the study area, including on their water quality, flow regimes and morphology, considering both construction and the operation of the Project. These assessments have been prepared, working closely with specialist stakeholders including the Environment Agency, to agree any mitigation measures to avoid or reduce negative impacts. It is noted that the Project does not propose any discharges of sewage or other foul water into watercourses**.** **Application Document 7.2 Outline Code of Construction Practice** describes the measures that would be used to manage potential effects including, use of temporary settlements and erosion control measures during construction, safe storage and handling of materials and pollutants to prevent contamination, compliance with Environment Agency and local authority guidance on water protection and monitoring of water courses and drainage systems during construction.

Ref no	Summary of Matters Raised	S42a	S42b	S42d	S47	National Grid's Response
8.13.257	National Grid should engage with the relevant organisations with regard to flooding/impact to water environment/ drainage.	X		X	X	National Grid recognises the importance of engaging with the appropriate organisations and statutory bodies in respect of impacts to the water environment, including flooding and drainage. **Application Document 6.11 Environmental Statement Chapter 11 Water Environment** and **Application Document 7.12 Water Framework Directive Assessment** have been prepared to assesses the potential for effects on all attributes of the watercourses within the study area, including on the water quality, flow regimes and morphology, considering both construction and the operation of the Project have been prepared, working closely with specialist stakeholders, including the Environment Agency and Internal Drainage Boards to agree any mitigation measures to avoid or reduce negative impacts.

8.7 Summary of Design Changes Made Following Feedback Received

8.7.1 Following the close of the statutory consultation in April 2025, a number of changes requested by consultees in consultation feedback have been incorporated into the proposals. Proposed design changes were carefully considered in the context of environmental opportunities, engineering feasibility and costs, planning context and other relevant factors.

8.7.2 The process of considering design changes comprised an initial filter for benefit and feasibility, an assessment incorporating inputs from the relevant technical experts, and further study if required. If requests were closely related, these were assessed through combined appraisal where the implications of interrelated changes and their feasibility were assessed together. Outcomes of design changes were either that a change was incorporated into the Project design, or that the change was not incorporated following the results of careful consideration.

8.7.3 Section 8.6 of this report contains the feedback raised during statutory consultation, including any design changes requested and how National Grid has responded to these within each Route Section. This includes design change requests which led to no changes being made, and an accompanying explanation of why this decision was made.

8.7.4 In addition to the feedback provided during the Statutory Consultation, the Project's design has also evolved in response to further environmental assessment and engineering studies and from ongoing engagement with stakeholders and PILs throughout the pre-application period. A description of how the design has evolved since the Statutory Consultation in 2025 is provided in **Application Document 5.9 Design Development Report**.

8.7.5 The design changes implemented due to feedback received during the Statutory Consultation in each section have been summarised below.

Route Section 1: Creyke Beck to Skidby

- A change to the location of a temporary construction compound near Birkhill Wood Substation.
- Optimisation of stringing areas at pylons 4AF3 and 4AF5
- Movement of pylon 4AF11.

Route Section 2: Skidby to A63 Dual Carriageway

- Movement of Pylon 4AF27 and maintenance access.
- Movement of Pylon 4ZQ75 closer to the field boundary.
- Relocation of mitigation planting in location to pylon 4AF40.

Route Section 3: A63 Dual Carriageway to River Ouse crossing

- Movement of pylon 4ZQ71.
- Movement of pylon 4ZQ72.

- Removal of highway widening at Faxfleet Lane.
- Realignment of temporary construction haul road design in location of Ellerker.
- Alteration to operational and maintenance access to pylon 4AF53.
- Movement of pylon 4AF53.
- Realignment of temporary construction haul road design in location of 4AF57.
- Alteration to operational and maintenance access to pylon 4AF58.
- Movement of pylon 4AF58.
- Sliver of working area removed at Landing Lane in vicinity of pylon 4AF61.
- Realignment of the haul road near Sands Lane.

Route Section 4: River Ouse Crossing

- Movement of pylons 4AF70 and 4AF72.
- Movement of pylon 4AF78.
- Movement of pylon 4AF79.
- Incorporated area of mitigation planting in vicinity of pylons 4AF78, 4AF79 and 4AF77.
- Movement of pylon 4AF80.

Route Section 5: River Ouse Crossing to Luddington

- Movement of pylon 4AF98.

Route Section 6: Luddington to M180 Motorway

- Realignment of pylons 4AF100 to 4AF114.

Route Section 7: M180 Motorway to Graizelound

- Realignment of pylons 4AF132 to 4AF142.
- Addition of mitigation planting along Belton Road and Epworth Road in the vicinity of pylon 4AF136.
- Movement of pylons 4AF146, 4AF147 and 4AF148.

Route Section 8: Graizelound to Chesterfield Canal

- Movement of pylon 4AF178.
- Movement of pylon 4AF181.
- Movement of pylon AAF185.

Route Section 9: Chesterfield Canal to A620 east of North Wheatley

- Movement of future operational and maintenance access near pylon 4AF184.
- Realignment of the temporary construction haul road between pylons 4AF186 and 4AF187.
- Movement of mitigation planting in vicinity of pylon 4AF195.
- Movement of pylon 4AF196.

Route Section 10: A620 east of North Wheatley to Fledborough

- Movement pylons 4AF204 and 4AF205.
- Movement of pylon 4AF231.
- Movement of pylon 4AF240 and 4AF242.
- Movement of mitigation planting in vicinity of 4AF234.
- Reduction in land take in vicinity of pylon 4AF243.

Route Section 11: Fledborough to High Marnham

8.7.6 After consideration of environmental, engineering and land-related factors, no design change requests from consultation have been implemented in this Route Section of the Project.

Whole route

8.7.7 Following engagement with Nottinghamshire Wildlife Trust, Bassetlaw District Council, Lincolnshire Wildlife Trust, Yorkshire Wildlife Trust, and East Riding of Yorkshire Council, bird diverters will be implemented at agreed locations along the proposed overhead line route.

8.7.8 Construction traffic route amendments have been implemented across the scheme resulting from bellmouth modifications or requests from local highway authorities.

9. Further Consultations with Persons with an Interest in Land

9.1 Introduction

9.1.1 This chapter sets out the additional PIL consultation activities which took place between June 2025 and September 2026.

9.1.2 As the following paragraphs explain, the further consultation was undertaken following certain localised amendments made to the design of the Project and in light of ongoing diligent inquiry.

9.1.3 Following the close of statutory consultation on 15 April 2025 National Grid undertook six further consultations with Persons with an Interest in Land (PILs) between 11 June 2025 and 10 September 2026. Each consultation period commenced on one of the dates listed below and remained open for a period not less than 28 days (beginning with the day after the day on which the person receives the consultation documents):

- 11 June to 9 July 2025
- 14 January to 11 February 2026
- 15 May to 12 June 2026
- 15 June to 13 July 2026
- 16 July to 14 August 2026; and
- 12 August to 10 September 2026.

9.1.4 The further PIL consultation included newly identified PILs arising from changes in land ownership, the inclusion of new land parcels within the Order Limits, or the outcomes of ongoing diligent inquiry including site notices. These consultations were carried out under Section 42(1)(d). National Grid has had regard to any consultation responses received and has reported on any new feedback received in this Consultation Report (see Table 9.2).

9.1.5 In line with the Land Referencing Methodology (Appendix I of this report), ongoing land referencing has been carried out to identify changes in land ownership and other interests in land following the close of statutory consultation. Updates were requested from HM Land Registry service and newly identified PILs were issued with a land interest questionnaire (LIQ). Any new PILs identified following the February to April 2025 statutory consultation mailouts have then been issued with a Section 42 pack as explained in paragraph 9.2.4 below.

9.2 Additional Section 42 Consultation with Section 44 Parties - PILs

9.2.1 Section 42(1)(d) and Section 44 of the PA 2008 set out how a project must consult with PILs, i.e. those who own, occupy, have an interest in, or are able to make

certain claims for compensation in respect of, land affected by a project. Under Section 44, PILs are split into three categories:

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

9.2.2 National Grid and its instructed land agents for the Project completed additional consultation with previously consulted PILs under Section 42(1)(d) of the Act on changes made to the Order and with new PILs under Section 42(1)(d) of the Act from ongoing diligent inquiry or consultation with new PILs under the same, where design changes have introduced new land parcels into the Order. These PILs had not therefore been previously consulted on the proposals. National Grid also completed additional consultation with new Category 3 PILs identified after statutory consultation. The additional consultation was undertaken in accordance with the principles and methods set out in the Statement of Community Consultation (SoCC).

9.2.3 The targeted PILs Section 42 standard information packs issued contained:

- S42 Letter;
- S48 Notice;
- Draft Order Limits Plan;
- New PILs Newsletter;
- Pre- paid envelope to allow written feedback to be sent to the Project; and
- Privacy Notice.

9.2.4 National Grid's land agents then followed up with a letter and bespoke landowner plan and arranged meetings.

9.2.5 In respect of the targeted consultation National Grid undertook between June 2026 and August 2026 in relation to proposed road closures as a result of the Project, the targeted landowner Section 42 information packs issued contained:

- S42 letter;
- S48 Notice;
- Draft Order Limits Plan;
- Community Newsletter;
- Temporary Road Closures FAQ;

- Bespoke proposed road closure plan;
- Link to pre-recorded webinar;
- Pre- paid envelope to allow written feedback to be sent to the Project; and
- Privacy Notice.

9.2.6 Appendix F of this report details the PILs consulted and contains a sample standard Section 42 pack that they received and the pack issued between June 2026 and August 2026.

9.2.7 A summary of how many PILs fell into each category is shown in Table 9.1 of this report.

Table 9.1 – Number of new PILs Consulted from June 2025 to August 2026*

Date	Category 1	Category 2	Category 3	Statutory Undertaker	Total
11 June 2025	14	4	0	0	18
14 January 2026	74	97	0	0	171
15 May 2026	22	13	0	0	35
15 June 2026	2	26	53	0	81
16 July 2026	1	0	0	0	1
12 August 2026	7	0	0	0	7
Total	119	140	54	0	313

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

9.2.8 The additional consultation and engagement activities, as described, encouraged PILs to provide their feedback directly to the Project team through face to face meetings, email, or writing to National Grid. Section 9.3 of this report outlines the feedback received as part of the additional activities.

9.3 Responses Received to the Further Consultation

9.3.1 Feedback from PILs was recorded, reviewed and considered by the Project team on an ongoing basis throughout the additional engagement and consultation periods.

9.3.2 During the consultations, Category 1 and Category 2 PILs could provide feedback to the Project's instructed land agents by phone, e-mail, post or by face-to-face meeting:

- Telephone - 0333 188 3511
- Postal - The Lands Team, Dalcour Maclaren, The Barns, Bignell Park Barns, Chesterton, Bicester, OX26 1TD; and
- Email - NH-HM@dalcourmaclaren.com

9.3.3 Category 3 PILs and other consultees could provide feedback by:

- Telephone – 0800 051 4430
- Postal - FREEPOST NH TO HM; and
- Email - contact@nh-hm.nationalgrid.com

9.3.4 The June 2026 targeted PIL consultation was undertaken due to a proposed temporary road closures and was the first time that the Applicant had consulted the selected Category 3 PILs on its proposals on a statutory basis, whilst other PILs had been consulted on the Project previously during the pre-application period. The information provided as part of the June 2026 targeted PIL consultation included additional details in relation to proposed temporary road closures that were not available during previous consultation periods. As such, the Applicant considered it appropriate accept, report and respond to feedback submissions received from other PILs relating to the extra details provided.

9.3.5 Any correspondence received during the June 2026 targeted consultation which provided feedback on information provided in earlier consultations or were from members of the public not identified as a PIL have been managed as part of the Project's ongoing engagement. This is in line with the approach taken at previous rounds of targeted PIL consultation.

9.3.6 During the periods of additional consultation which took place from June 2025 to the submission of the Application, National Grid received a total of 29 feedback submissions by email:

- 20 emails received during January 2026;
- 2 emails received during May to June 2026; and
- 7 emails received during June to July 2026;

9.3.7 No feedback was provided between 11 June to 9 July 2025, 16 July to 14 August 2026 or 12 August to 10 September 2026.

9.3.8 All consultation feedback received was reviewed and analysed using the methodology as described in Section 8.4 of this report. Table 9.2 below contains a summary of any new feedback raised during the further landowner consultations and how National Grid has considered or addressed this.

9.3.9 Where feedback received during the targeted PIL consultations was also provided during the statutory consultation, this has not been duplicated in Table 9.2 below. Responses can be found in Section 8.6 above.

Table 9.2 – Summary of S42d consultee feedback to targeted PILs consultation and National Grid's response

Ref no.	Summary of Issue	National Grid's Response	Design Change
Section 1			
Construction			
9.2.1	Concerns about air quality, noise and vibration caused by the proximity of haul roads to residential property.	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on air quality and recommends appropriate mitigation to reduce effects from construction activities in **Application Document 6.15 Environmental Statement Chapter 15 Air Quality.** Potential dust emissions during construction have been assessed in accordance with relevant guidance, including IAQM guidance on the assessment of dust during construction. The assessment concludes that with the with the implementation of appropriate mitigation measures the residual effects on local air quality would not be significant. Mitigation measures to control dust emissions are secured through **Application Document 7.3 Register of Environmental Actions and Commitments** and are summarised in **Application Document 6.15.A2 Environmental Statement Appendix 15.2 Construction Dust Methodology and Assessment**. Measures include but are not limited to dampening down of exposed surfaces and haul routes, appropriate covering of vehicles transporting loose materials, wheel washing facilities where required, regular site inspections to ensure effective dust control is monitored with a log available to the Local Authority when asked. Whilst the Project will result in CO^2 emissions during construction these are not expected to give rise to significant local air quality effects. Potential effects from noise and vibrations caused by construction traffic and the use of construction access tracks are considered in **Application Document 6.16 Environmental Statement Chapter 16 Noise and Vibration** and **Application Document Appendix 16.4 Construction Traffic Noise and Vibration Assessment**. The assessments confirm that with the with the implementation of appropriate mitigation measures, no significant the residual effects adverse effects of noise and vibration from construction traffic on the construction access tracks is expected. Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.2 Outline Code of**	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		Construction Practice and **Application Document 7.3 Register of Environmental Actions and Commitments.**	
Design			
9.2.2	Concern about the close positioning of pylons in fields which are small in size, which would reduce the land available for arable agriculture.	National Grid recognises the importance of protecting productive agricultural land and supporting the continued operation of farms. The Project has been designed to minimise impacts on agricultural land wherever practicable informed by agricultural land classification, consultation with land owners and route selection that seeks to reduce land take and severance. The Environmental Impact Assessment has considered effects on agricultural land and farm businesses including operational impacts such as access, drainage and working patterns. An assessment of soils and agriculture is presented in **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and Soils.** National Grid is committed to working closely with land and property owners and occupiers to understand and minimise the impacts of the Project on their activities. Discussions continue to take place and will be ongoing throughout the Project lifecycle.	
9.2.3	Request to relocate pylons 4AF5 to 4AF8 and haul road to the south of the farm. Additional request to relocate the haul road - away from nearby property.	National Grid has considered the respondent's feedback and has reviewed the alternatives suggested. Routing the overhead line south would result in increased interaction with a gas pipeline and an existing 33kV overhead line. The crossing of the A164 would be longer and more complex, requiring large scaffolding. The overhead line would be routed closer to a hotel and would impact a candidate Local Wildlife Site. The associated temporary construction haul road with the requested alignment would be longer and more complicated due to the presence of the gas pipeline. For these reasons, the change has not been incorporated into the Project's design.	
9.2.4	Concerns about the interaction between pylons, the respondent's land, Hornsea P4 wind farm and Creyke Beck solar farm.	National Grid recognises that there are a number of energy-related developments proposed in the Creyke Beck area. During the design phase of the Project National Grid has taken into consideration interactions with existing and planned developments in the vicinity of the Project and has sought to engage with developers and landowners to enable a coordinated design approach. **Application Document 6.21 Environmental Statement Chapter 21 Inter-Project Cumulative Effects** provides an assessment of effects arising with other scoped in developments and **Application Document 5.11 Interrelationships Document** sets out how relationships with existing and planned infrastructure have been and will continue to be	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		considered as part of the Project's design and construction should development consent be granted.	
Health, Safety and Security			
9.2.5	Concerns about the Project impact on health, safety and security of residents, children and animals due to the proximity of haul roads to residential property.	Through sensitive routeing and siting National Grid has sought to reduce, as far as practicable, potential impacts on the health and safety of the public and local communities. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES identifies and assesses the likely significant effects resulting from the construction of the Project and recommends appropriate mitigation to reduce effects. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. As part of the EIA, consideration is made to how the construction and operation of the Project could impact on receptors such as air quality, noise and vibration, along with how these might impact on health within Route Section 1 presented within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing**. Construction activities will be managed through Application Document 7.2 Outline Code of Construction Practice and associated management plans which will include measures to control noise, dust, vibration, safe routeing and management of construction traffic and the segregation of construction activities from public areas, including the diversion of Public Rights of Way where required to ensure public safety presented within **Application Document 7.6 Outline Public Right of Way Management Plan**. These measures are intended to minimise potential impacts on residential amenity and health. With the proposed mitigation measures in place, construction related impacts on health and local residents are expected to be temporary and not significant.	
Landscape and Visual			
9.2.6	Concerns about the Project impact on the landscape and views at specified farm.	Through sensitive routeing and siting, National Grid has sought to reduce the effect on communities of the Project, keeping it at a distance from settlements and individual properties where practicable. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and considers the potential effects on receptors, including people and communities during construction and operational phases. The results of this are presented in	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		Application Document 6.6 Environmental Statement Chapter 6 Landscape and **Application Document 6.7 Environmental Statement Chapter 7 Visual.** An assessment of the change in views likely to be experienced by residents at the closest residential properties to the permanent above ground elements of the Project (i.e. the proposed overhead line) is provided in **Application Document 6.7.A5 Environmental Statement Appendix 7.5 Residential Visual Amenity Assessment** and is summarised within each parish description in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. In this location, the closest pylon is 4AF7, which is approximately 90 m to the north of the northern curtilage boundary. Views from the property curtilage towards the proposed overhead line comprise an arable landscape of large fields with intact hedgerows and a bank of mature trees to the north. The landscape is populated with existing pylons on the 4ZQ 400 kV overhead line to the south of the property and a single wind turbine to the east. Views are likely to be more open during winter. Overall, the proposed overhead line would be visible from two aspects of this property but would not be the key defining feature of views experienced due to the screening effect of existing vegetation, nature of existing views and presence of existing pylons.	
Socioeconomic			
9.2.7	Suggestion that appropriate compensation will be required for the impacts on property owners and landowners. Concerns about devaluation of residential property.	National Grid acknowledges that its proposals may cause concern to land and property owners. National policy and established planning practise recognised that changes in property value can occur due to a range of factors and that property value impacts alone are not a determinative planning consideration. Where land or rights over land are required, or where properties are directly affected by the Project National Grid will provide compensation in accordance with the Compensation Code which provides for compensation where specific legal criteria are met. In addition, statutory blight provisions may apply in certain circumstances enabling eligible property owners to seek compensation or require acquisition of their property. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. National Grid would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		retained part of your property ownership being worth less as a direct result of the works. The use of compulsory acquisition powers is a last resort and National Grid will look to acquire by voluntary agreement wherever possible.	
Section 2			
Construction			
9.2.8	Concerns about construction works restricting access to specified property in Broomfleet.	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessment includes a Traffic and Transport assessment presented as **Application Document 7.15 Transport Assessment.** As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OTCMP) for the Project. Temporary road closures are required to allow certain works to be undertaken safely, particularly on narrow or single track roads such as those in Broomfleet. The OCTMP identifies any closures which are currently anticipated, which include Wallingfen Lane in Broomfleet, and also sets out the measures which will be applied to support local communities during any closures. These include providing suitable diversion routes wherever possible which will be clearly signposted, maintaining emergency and pedestrian access at all times, and ensuring that local access, including for residents and businesses, is appropriately managed wherever reasonably practicable. National Grid is committed to engaging with residents and wider stakeholders throughout the construction period of the Project in advance of the works. A free telephone Project helpline will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the contractor(s) in a complaint register, together with a record of the responses given and actions taken.	

Ref no.	Summary of Issue	National Grid's Response	Design Change
9.2.9	Concern about haul road limiting access to property, limiting agricultural operations and creating "land locks".	In developing the construction access strategy for the Project, National Grid has sought, where reasonably practicable, to utilise existing roads, tracks and access points, minimise the use of unsuitable local roads, avoid unnecessary disruption to communities, businesses and agricultural operations, and reduce potential interactions with existing infrastructure and proposed developments. In some locations, however, new or improved temporary access arrangements are required to facilitate the safe and efficient construction of the Project. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA) with further detail provided within **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. National Grid is committed to engaging with impacted landowners throughout the construction period of the Project and those affected will be contacted in advance of the works. A free telephone Project helpline will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the contractor(s) in a complaint register, together with a record of the responses given and actions taken.	
Health, Safety and Security			
9.2.10	Concerns that the health and welfare of residents and small holding livestock could be compromised because of restricted access on Wallingfen Lane during construction limiting access to the	Temporary road closures are required to facilitate specific highway-related works associated with the Project and may include localised highway widening, the undergrounding or diversion of existing distribution network operator (DNO) equipment within the road, and the construction of new or modified access arrangements such as bellmouths to serve haul roads. These works are necessary to ensure that, once completed, construction traffic can operate safely and efficiently, and that existing utilities and highway infrastructure are appropriately protected. Closures would only be used where necessary and for the shortest practicable duration, with traffic management measures designed to maintain safety for road users, local residents and construction workers. Where a temporary road closure affects vehicular access to residential or commercial premises, arrangements will be made to maintain access wherever possible, or	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	healthcare. Further engagement is needed with the landowner to discuss mitigation plans.	to provide suitable alternative solutions. Those affected will be contacted in advance of the works, and any specific requirements there will be an opportunity to provide information on your requirements much closer to the time when we have further detail about what the works will involve and notify affected parties.	
Landowner			
9.2.11	Compensation should be given to landowners for the following: 1) Time spent in meetings 2) Inconvenience of haul roads and works 3) Loss of access to land and associated commercial operations (timber and shooting) 4) Depreciation in property value 5) Fees for pylons and sail overs 6) Full future commercial value of 10-acre managed crop producing woodland.	National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate, where reasonably practicable, the effects of the Project on their activities. Engaging with affected parties in advance of construction seeks to ensure that appropriate arrangements are agreed wherever practicable and the statutory requirements are met. Where land or rights over land are required, or where properties are directly affected by the Project National Grid will provide compensation in accordance with the Compensation Code which provides for compensation where specific legal criteria are met. In addition, statutory blight provisions may apply in certain circumstances enabling eligible property owners to seek compensation or require acquisition of their property. National Grid will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy. The voluntary agreement provides a comprehensive compensation provision allowing land and property owners and occupiers a mechanism for reimbursement and payment of compensation for damage and loss outside of statutory legislation. If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of compensation for the damage or loss that property owners may have suffered as a direct result of the Project. Diminishment of property value known as 'injurious affection' being one form of loss and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation.	
Section 3			
Construction			
9.2.12	Suggestion to compress the construction period	National Grid recognises that construction activities have the potential to cause temporary disruption and damage to local communities and assets. Through sensitive routeing and siting,	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	to minimise disruption. Any damage caused during construction should be mended by National Grid.	National Grid has sought to reduce, as far as practicable, potential construction impacts on identified receptors, including residential and business properties, ecological sites, roads, Public Rights of Way and water resources. These potential impacts have been carefully considered during the Project design and assessment, with measures identified to avoid or minimise disruption where practicable. Should consent be granted, construction of the Project is anticipated to commence in 2028. Environmental surveys would be undertaken in 2027 ahead of pre-commencement works, including site clearance activities and the installation of temporary construction compounds and access roads. Main construction works are expected to continue until 2031. An Environmental Statement (ES) (Volume 6) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The ES identifies and assesses the likely significant effects on the environment resulting from construction of the Project and recommends appropriate mitigation measures to reduce effects. Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and associated management plans, including, but not limited to, **Application Document 7.4 Outline Construction Traffic Management Plan**, **Application Document 7.6 Outline Public Rights of Way Management Plan** and **Application Document 7.7 Outline Noise and Vibration Management Plan.** Together, these documents include controls on working hours, construction traffic, noise, dust, lighting and general site management. They also require that activities or equipment that may generate noticeable nuisance, including dust, noise, vibration or lighting, are located away from sensitive receptors, such as residential properties and ecological sites, where practicable. The Outline Code of Construction Practice also requires a record of condition survey (photographic and descriptive) to be undertaken for relevant local roads and other assets that may be affected by construction activities before works commence. Upon completion of the works, further surveys will be undertaken to assess the condition of the local and strategic road network used by the Project. Where deterioration beyond normal wear and tear is identified and can be attributed to the Project, National Grid will undertake reinstatement works to the satisfaction of the relevant highway authority. National Grid is committed to ongoing engagement with local stakeholders and to providing advance notice of key construction activities where these may affect local residents or	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		businesses. With the implementation of the proposed mitigation measures, construction-related disruption is expected to be temporary and not significant.	
Consultation			
9.2.13	Consultation map materials do not contain sufficient detail including information about mitigation.	To support consultation National Grid provided materials to enable the consultee to make informed decisions on the proposals. The targeted PILs consultation was undertaken in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The materials published for the targeted consultation were based on the information available at that time and were considered to be of sufficient detail to enable informed feedback to be provided on the emerging scheme proposals.	
Design			
9.2.14	Suggestion to consider alternative access routes to shorten them, avoid unstable ground and avoid disrupting access to landowners. Concern that suggested alternative traffic routes along Staddlethorpe Broad Lane designed to avoid the closure of Tongue Lane are unsuitable.	National Grid acknowledges the concerns raised regarding the suitability and condition of local roads and bridges for construction traffic, including the potential for deterioration of existing highway infrastructure and the need to repair any damage attributable to the Project. The suitability of roads proposed for construction traffic has been considered as part of the construction access strategy in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and **Application Document 7.15 Transport Assessment** (TA). The TA has taken account of factors including highway classification, road geometry, structural constraints, existing traffic conditions and the anticipated nature and frequency of construction traffic. Where constraints have been identified, these have informed the selection of access routes and the development of appropriate mitigation measures. As part of this review, routes have been considered in terms of their width, alignment, surface condition, and suitability for use by construction vehicles. Where any local constraints are identified, mitigation measures—such as temporary strengthening, traffic management, or vehicle size restrictions—have been developed in consultation with the Local Highway Authority (LHA). If, following detailed assessment, any routes were deemed unsuitable for construction access, they have been removed from the approved routeing plan to ensure	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		safety and protect local road infrastructure. National Grid is committed to the ensuring the existing condition of the highway network within proximity of the Project. Pre-construction highway condition (dilapidation) surveys will be undertaken on agreed routes, including Primary Access Routes (PARs) and other routes reasonably required for construction traffic. The scope of these surveys will be agreed with the relevant LHAs and will provide a baseline record of the existing condition of the highway network. Construction traffic will be assigned to PARs as the most appropriate routes to access working areas in terms of road capacity, safety and hierarchy. Post-construction condition surveys will be undertaken to identify any deterioration attributable to construction traffic associated with the Project. Where damage is identified as being attributable to construction activities, appropriate repair or remediation will be undertaken, subject to agreement with the relevant LHA. The principles of this approach are secured through **Application Document 7.4 Outline Construction Traffic Management Plan**, with detailed arrangements to be agreed with the relevant LHAs through the Construction Traffic Management Plan (CTMP) prior to construction.	
9.2.15	Proposed access routes are in locations with poor drainage.	**Application Document 6.11 Environmental Statement Chapter 11 Water Environment** includes an assessment of the potential impact of the Project drainage systems and confirms that where any works may disrupt or sever existing field drainage systems, temporary measures would be put in place to maintain such drainage routes during construction, systems would be reinstated post-construction.	
9.2.16	Requests for the proposed haul road route from Tongue Lane/Faxfleet lane eastwards to be moved to the north to follow the field boundary. An extension of the route further to the east was also suggested should it be needed.	National Grid has considered the suggestion for the haul from Tongue Lane to be moved north to follow the field boundary. However, appropriate safety buffers are required from the lagoons present to the east of Tongue Lane and the presence of protected species has also informed the location of the temporary construction haul road in this area. For these reasons, the proposed amendment has not been incorporated into the Project's design.	

Ref no.	Summary of Issue	National Grid's Response	Design Change
Health, Safety and Security			
9.2.17	Concerns about impact on the health and safety of horses and handlers during construction, maintenance and operation including haul road positioning.	The health and safety of the public, local communities and employees is central to National Grid. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce health and safety effects on communities during construction and operation. Mitigation is secured within **Application Document 7.3 Register of Environmental Actions and Commitments**, during construction measures secured include that working areas will be appropriately demarcated. The type of demarcation to be installed will depend on the area to be managed and will take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the demarcation used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Any demarcated area will be regularly inspected and maintained and removed as part of demobilisation unless otherwise specified. Construction works in the vicinity of routes or areas used with horses (ridden or driven), such as bridleways, byways, roads, permitted paths and open access areas which may be adjacent to or crossing the site, will follow British Horse Society guidance 'Advice on construction sites and horses' (The British Horse Society, 2024). A stakeholder communications plan that includes community engagement will be developed and implemented before construction work commences. Contact details for the Project will be displayed at the entrance to the main construction compounds. This will include an emergency telephone number. A free telephone helpline and website will be provided for the Project. This will be maintained and managed by the National Grid community relations team. The Project helpline and website information will be visible on boards placed in appropriate locations where they will be visible to the public. Ongoing maintenance of the electricity transmission infrastructure is required to ensure safety and reliability. Maintenance traffic will be infrequent, planned and managed to minimise disruption to local communities, residents and road users. Where practicable, maintenance access will be via existing roads and tracks avoiding residential areas and sensitive locations.	

Ref no.	Summary of Issue	National Grid's Response	Design Change
9.2.18	Concerns about potential health and safety risks arising from traffic-related landslips affecting building access routes.	National Grid acknowledge the concerns raised regarding ground conditions and their potential implications during construction of the Project. **Application Document 7.3 Register of Environmental Actions and Commitments** confirms that intrusive ground investigations and assessment will be undertaken prior to construction, including the measurement and monitoring of groundwater levels, geotechnical and geoenvironmental sampling and testing as appropriate. The information will inform geoenvironmental assessment, where required, and appropriate geotechnical design in relation to the site/structure specific ground conditions, identified by the intrusive ground investigation including ground instability/adverse ground conditions/ground gas etc. Therefore, any risks from these hazards would be considered within the engineering design of the new infrastructure in accordance with good practice.	
Landowner			
9.2.19	Concerns that Project construction could disrupt access to properties and land, affecting horse care, childcare arrangements and equine businesses. Concerns were also raised about limited alternative livery capacity, potential impacts on local equine businesses, and the need for compensation that reflects the value of equine properties and businesses. The respondent suggested that National Grid purchase the land.	National Grid is committed to working closely with land and property owners and occupiers to understand and minimise the impacts of the Project on their activities. Where landowners have suggested land be utilised for the Project this has been considered as part of the Projects design. There is currently no legislation in place that requires National Grid to purchase land or property that is not required permanently as part of the Project. Where land is required either temporarily or permanently to facilitate the Project, landowners will be compensated in line with legislation and the compensation code. Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to businesses and residents. **Application Document 7.4 Outline Construction Traffic Management Plan** secures mitigation for access during construction and confirms that where road closures are required for safe construction, the extent and duration of such closures will be minimised. Where reasonably practicable, suitable diversion routes will be provided. This may include programming works outside of peak hours or normal business hours, including overnight working where appropriate and agreed with the relevant local authority. In circumstances where diversion routes are not reasonably practicable, including on single-access or no-through roads, access will be managed through controlled access arrangements. These may include temporary time-restricted closures, escorted access, or pre-arranged access periods agreed with affected parties and the relevant local highway authority. All parties affected by road closures will be informed of access	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		arrangements in advance of works commencing and will be provided with advance notice of any changes to access restrictions. Emergency access will be maintained at all times.	
9.2.20	Concerns about impact of project on recreational use of horses including dressage.	The project has been designed to avoid or minimise impact on recreational assets wherever practicable including public, bridleways, cycle routes and areas of informal recreation. **Application Document 7.3 Register of Environmental Actions and Commitments** secures mitigation for the Project and confirms that where construction activities may result in temporary disruption, measures will be implemented to maintain safe access, provide suitable diversions, and clearly communicate any temporary changes. Following construction, affected recreational routes will be reinstated and made available for continued use. Construction works in the vicinity of routes or areas used with horses (ridden or driven), such as bridleways, byways, roads, permitted paths and open access areas which may be adjacent to or crossing the site, will follow British Horse Society guidance 'Advice on construction sites and horses' (The British Horse Society, 2024). Potential impacts on recreational routes, facilities and open spaces have been considered as part of the Environmental Impact Assessment presented with an Environmental Statement prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). **Application Document 6.17 Environmental Statement Chapter 17 Socio-economics, Recreation and Tourism** contains an assessment of the potential effects on people, communities and recreational uses with no significant effects anticipated as a result of the Project.	
Traffic			
9.2.21	Concern that, rather than closing Tongue Lane, traffic lights should be considered to allow the safe passage of vehicles. Concern was also raised about the suitability of local rural roads for diverted	An assessment of construction traffic impacts has been undertaken within **Application Document 7.15 Transport Assessment** (TA), informed by baseline traffic surveys agreed with the relevant highway authorities. Baseline traffic flows have been used to establish existing network conditions, including peak hour operation, traffic composition and highway capacity across the study area. Construction traffic generation has been estimated based on the construction programme, material quantities and logistics assumptions associated with the Project. This includes Abnormal Loads, Heavy Goods Vehicle movements, Light Goods Vehicle movements and workforce-related traffic over the construction period. These construction traffic movements have been distributed across the identified Primary Access	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	traffic, noting that many are narrow, have large ditches alongside sections of the carriageway, and pass through small villages such as Faxfleet, Blacktoft and Yokefleet, which are considered unsuitable for high volumes of traffic. Concern about impact of closure of Tongue Lane on agricultural business activity, including HGV access. Concern that the alternative traffic routes suggested do not provide an adequate solution for HGV access due to proximity to 2 residential buildings. Concern about condition of local rural roads, often being very narrow, with large ditches along some sections and passing through small villages such as Faxfleet, Blacktoft and Yokefleet which are	Routes (PARs) in accordance with the construction access strategy. The resulting traffic flows have been assessed in combination with baseline traffic conditions to determine the magnitude and distribution of effects on the local highway network, including the potential impacts on highway capacity, traffic volumes and the operation of the local and strategic road network. A construction access strategy has been developed to identify and assess Primary Access Routes for construction traffic for the Project between the strategic road network and the bellmouth construction access points within the Order Limits. PARs have been identified through a constraints-based assessment having regard to highway classification, network capacity, geometry, safety, existing traffic conditions and environmental considerations with the aim of minimising disruption to local communities and the efficient operation of the highway network where reasonably practicable. As part of this assessment, routes has been reviewed in terms of their suitability for accommodating construction traffic. Traffic volumes, vehicle types and road conditions have been considered to identify any potential constraints. Where required, mitigation such as controlled vehicle routeing, timing restrictions, or use of alternative haul routes will be implemented to limit the number of construction vehicles using a route. The PARs have been presented to and discussed with the relevant Local Highway Authorities through regular meetings and structured workshops. The identification and assessment of PARs is set out within **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport** and the TA with further detail in **Application Document 7.4 Outline Construction Traffic Management Plan** (OCTMP). The assessment outputs of construction traffic impacts are presented within the **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**, and demonstrate that construction traffic impacts are temporary and variable across the construction programme, reflecting the changing location and intensity of construction activities. Where required, mitigation measures will be implemented to ensure the safe and efficient operation of the highway network and minimise disruption to local traffic, commuters, agricultural traffic and other road users. These may include temporary traffic management measures, temporary localised highway widening, the coordination of construction activities and the use of traffic management operatives at site accesses. The OCTMP establishes the framework for the management of construction traffic, including routeing principles, access arrangements and mitigation measures. Detailed traffic management measures will be confirmed within the Construction Traffic Management Plan	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	unsuitable for high volumes of traffic	(CTMP), to be prepared by the appointed Contractor(s) in consultation with the relevant local highway authorities prior to construction commencing.	
Section 5			
Consultation			
9.2.22	Request for further engagement to be undertaken with the Humber Carbon Capture Pipeline project and any unresolved issues require further discussion.	National Grid recognises the benefits of coordinating infrastructure where opportunities exist and has considered this as part of the design process. Engagement with third party developers, is reported within **Application Document 5.11 Interrelationship Document** which details the coordination activities which have taken place. National Grid remains in open dialogue with the third party developer.	
Design			
9.2.23	Objection due to the inclusion of land parcel to the west of the River Trent for ecological mitigation as it falls within the Order Limits for the Humber Carbon Capture Pipeline.	Following consultation alternative areas of mitigation land were appraised and a preferred option identified which led to the relocation of land for mitigation of impacts upon Functionally Linked Land (FLL). This addressed the feedback received regarding interactions with a third party development.	**X**
Section 6			
Construction			
9.2.24	Support for the access routes for the Project provided access to businesses are	National Grid notes this feedback. Temporary road closures will only be implemented where required for safe and efficient construction of the Project and where it is not reasonably practicable to maintain traffic flow. Closures will be planned and coordinated to minimise disruption to local communities, businesses, agricultural operations and the travelling public,	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	maintained throughout construction.	taking account of construction phasing and programme. Where reasonably practicable, construction activities will be coordinated to avoid multiple road closures occurring simultaneously where this would result in unnecessary disruption. National Grid recognises the importance of maintaining access to businesses throughout construction. Where temporary restrictions are necessary, these will be managed in consultation with affected landowners, occupiers and other relevant stakeholders as presented within **Application Document 7.4 Outline Construction Traffic Management Plan.**	
Consultation			
9.2.25	Further engagement and coordination is needed with renewable energy developers in the area.	National Grid recognises the benefits of coordinating infrastructure where opportunities exist and has considered this as part of the design process. Engagement with third party developers, is reported within **Application Document 5.11 Interrelationship Document** which details the coordination activities which have taken place. National Grid remains in open dialogue with the third party developer.	
Design			
9.2.26	Support for the decrease in towers on respondents' land.	National Grid notes this feedback.	
9.2.27	Alternative discounted alignments should be shared and justified.	Comprehensive information is provided within **Application Document 7.17 Strategic Options Report Including Needs Case** regarding the selection of the preferred strategic option and options discounted. This includes associated cost, environmental, socio-economic and technical considerations. **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** (CPRSS) 2024 and **Application Document 7.19 Supplementary Corridor and Routeing Report** (SCRR) 2024 reports the process undertaken as part of the Options Identification and Selection Stage of the Project. Our overall decision on the routeing for the Project is presented within the **Application Document 5.9 Design Development Report.**	
9.2.28	Request to relocate pylons 4AF105 and	National Grid has considered the respondent's feedback and have reviewed the alternatives suggested. The movements would result in height increases across multiple pylons and as a	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	4AF107 to the west into the field boundaries.	consequence would increase landscape and visual impacts which can be avoided through the current design. For these reasons the request has not been taken into the Projects design.	
9.2.29	Suggestion of an alternative route starting at pylon 4AF124 and travelling in a south-westerly direction until it reaches the field below Folly Drain, then reverting back to a southernly direction and continuing past the M180 before finally heading in a south-easterly direction until it rejoins the proposed pylon 4AF136.	National Grid has considered the respondent's feedback and has reviewed the alternatives suggested. The requested realignment would require additional angle pylons and route length, increasing landscape and visual impacts. The request would bring the overhead line closer to sensitive receptors including a Grade II listed Obelisk and a Park and Gardens. Interactions with the Trent Valley Public Right of Way would also be increased when compared with the current design. For these reasons, the change has not been taken forward into the Project's design.	
9.2.30	Request that the current pylon route has scope to be moved further away from their property while still being an adequate distance away from any other pylon structure already in place along with an accessible track leading to fields further back.	National Grid has considered the respondent's feedback to move the route southeast near Ox Pasture Lane. The alignment from 4AF100 to 4AF114 has been refined, allowing for the overhead line to parallel the existing 4ZQ route for an additional span and moving further southeast from Ox Pasture Lane. Further detail about this change is presented within **Application Document 5.9 Design Development Report**. During this refinement, National Grid considered movement of the alignment even further south without infringing the turbine setback requirements for the wind farm at Keadby. Although this allowed for the alignments to parallel for an additional span, it required an additional angle pylon when compared with the other alternatives increasing visual impacts. The oversail of Carr Lane also introduced additional technical complexity that could be mitigated with the alignment taken forward. Due to this, the change has not been incorporated into the Project's Design.	
9.2.31	Concerns about impacts of the Project on	Existing and planned development has been taken into account when considering the Project. With regard to multiple developments impacting specific areas and/ or receptors planning	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	proposed local renewable energy developments, including land sterilisation, infrastructure placement and site access.	applications for each development would be considered on their own merit by the determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need. Where there is certainty of a development, such as a new residential development, being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects.** Throughout the design development process National Grid has been undertaking regular and continuous monitoring of live planning applications and other NSIPs, which are listed within **Application Document 5.5 Planning Statement**. National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with engagement likely to continue through the lifecycle of the Project. Interrelationships with other developments are also presented within **Application Document 5.11 Interrelationships Report.**	
9.2.32	Suggestion to place overhead line underground in proximity of property.	National Grid has carefully considered the feedback received during the stage one non-statutory consultation in 2023, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. In this context, it is considered there are insufficient policy justifications to use underground cabling in this location.	
Ecology and Biodiversity			
9.2.33	Concern about impact of the project on wildlife including deer, badgers,	National Grid recognises the importance of protecting wildlife and biodiversity and takes these concerns seriously. The potential effects of the Project on habitats and species have been assessed through the Ecology and Ornithology chapters of the Environmental Impact	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	bats, barn owls and bees located at specified property.	Assessment informed by detailed field surveys undertaken at appropriate times of year. Protected and notable species including bats, badgers, breeding birds and wintering birds (including owls), hedgehogs and other mammals such as brown hare have been considered where suitable habitat is present or species are known to occur. An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). The ES considers the potential effects on protected species in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** and in **Application Document 6.9 Environmental Statement Chapter 9 Ornithology,** which focusses on birds and their habitats. Mitigation measures are presented in these ES chapters and control and management measures are outlined in **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**. Adverse effects on protected species will be avoided where practicable through sensitive routeing and siting and mitigation will be applied where impacts cannot be avoided. National Grid will also apply for any relevant protected species licences from Natural England. Impacts on deer are not considered as part of the ecology assessment as deer are not a protected species, however **Application Document 7.2 Outline Code of Construction Practice and Application Document 7.3 Register of Environmental Actions** and **Commitments** contains commitments to limit the impact of the Project on the environment as a whole. Such measures, which are both embedded into the Projects design and best practice during construction include the retention of existing hedgerows and woodland edges, maintaining continuous field margins where practicable, avoiding fragmentation of habitats.	
Environment			
9.2.34	Concerns about alterations to the access roadway width, and potential damage to and loss of surrounding arable, environmental	Through sensitive routeing and siting National Grid has sought to reduce impacts on the environment, through avoidance or mitigation. Any highway widening works have been assessed as part of the Environmental Impact Assessment prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). As part of the EIA process for the Project, a suite of environmental assessment and surveys have been undertaken to identify and assess the potential impact arising from the construction of the Project. The data have informed the assessment of effects presented in the ES. **Application Document 6.13 Environmental Statement Chapter 13 Agriculture and**	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	subsidy and biodiversity land, and landscaping.	**Soil** identifies that there will be a temporary loss of agricultural land including best and most versatile during the construction period of the project and a permanent loss during operation. The design requires 3.11 ha for the new-build pylon footings across the route with 60.94 % situated in BMV land. An additional 45.37 ha is also required for environmental/ecological mitigation (including areas for veteran tree compensation, mitigation planting, BNG and flood compensation) of which 70.25 % is mapped as BMV land.	
Landowner			
9.2.35	Suggestion that National Grid should engage with landowners to position pylons sensitively to reduce impact on operations.	National Grid is committed to working closely with land and property owners and occupiers to understand and, where practicable, minimise the impacts of the Project on their activities. National Grid has considered feedback requesting the micro-siting of pylons along the route. Where practicable pylons have been positioned sensitively to reduce impact, while ensuring safe and deliverable construction and operation. This approach demonstrates National Grid's commitment to responsive engagement and sensitive design.	
Planning			
9.2.36	Contravention of the national policy, including UK Energy Security Strategy (2022), Planning and Infrastructure Bill (2024), and National Policy Statements EN-1 and EN-3.	Assessment of the Project against national and local policy has been submitted as part of the Application for Development Consent. **Application Documents 5.5 Planning Statement** and **Application Document 5.6 Policy Compliance Document** provide details on how the Project accords with the policy framework established in EN1 and EN3 and demonstrates compliance with national energy policy objectives, including the need for new network infrastructure.	
Socioeconomic			
9.2.37	Concerns about impact on farming business operations including agricultural buildings	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to businesses. To reduce potential impacts, we have identified and considered businesses and enterprises in Project study area. Where impacts on businesses have been identified these have been presented within our socio-economic	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	and land, facilities, offices and access for third parties.	assessment which is undertaken as part the Environmental Impact Assessment (EIA). This assessment has considered the size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the assessments are presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism** with no significant effects anticipate following the implementation of mitigation secured within **Application Document 7.2 Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitments**.	
9.2.38	Concern about proximity of pylons and overhead lines to residential property.	National Grid recognises the importance of protecting residential amenity and minimising impacts on nearby properties. Potential effects on residential receptors including visual impact, noise, construction disturbance and land use have been carefully considered as part of the Environmental Impact Assessment (EIA). Neither UK law, National Policy Statements nor the Holford Rules prescribe minimum distances between overhead lines and homes, nonetheless routeing seeks to reduce effects where possible. The Project has been designed to avoid residential properties where practicable, maximise separation distances and align with existing infrastructure to reduce additional impacts. Any implications on landscape and visual receptors, residential amenity are robustly assessed as part of the EIA and balanced as part of the decision making process. The results of this assessment are provided in the Environmental Statement. During construction measures will be implemented through **Application Document 7.2 Outline Code of Construction Practice** and **Application Document 7.3 Register of Environmental Actions and Commitment** to control noise, dust, vibration, traffic and working hours.	
9.2.39	Concerns about the Project causing access restrictions for the construction, maintenance and operation of renewable energy developments.	National Grid is committed to working closely with land and property owners and occupiers to understand and, where practicable, minimise the impacts of the Project on their activities. Where the project has an interaction with a third party development coordination efforts are presented within **Application Document 5.11 Interrelationship Document.**	
Construction			

Ref no.	Summary of Issue	National Grid's Response	Design Change
9.2.40	Request for detailed specifics on light and noise pollution mitigations to be included in the Construction Environmental Management Plan.	**Application. Document 7.2 Outline Code of Construction Practice,** and **Application Document 7.3 Register of Environmental Actions and Commitment** and **Application Document 7.7 Outline Noise and Vibration Management Plan** set out the good practice measures and site-specific mitigation measures to reduce effects on relevant receptors during construction. Measures are secured within Requirements of **Application Document 3.1 Draft Development Consent Order.**	
9.2.41	Support for the reduction in the indicative zone for construction, operation and maintenance on respondent's land.	National Grid notes the comment and support for the reduction in the indicative zone for construction, operation and maintenance on respondent's land.	
Section 7			
Design			
9.2.42	Alternative routeing should be considered (including undergrounding) to avoid impacts on holiday park including a wider objection to the routeing near Epworth.	Information relating to the optioneering of the design in the location of Epworth is presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and **Application Document 5.9 Design Development Report.**	
9.2.43	Project should align with the Holford Rule of avoiding routes close to residential areas as far	Potential effects on residential amenity, landscape character, visual outlook, tranquillity and access to natural assets including public rights of way (PRoW) has been assessed as part of the Environmental Impact Assessment. The assessment considers both construction and operational effects including visual changes to views from residential properties, temporary	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	as possible on grounds of general amenity.	construction noise and disturbance, effects on public rights of way and access to the countryside and impacts on landscape character and local features. The routeing and sighting of the Project have sought where reasonably practicable to avoid settlements, maximise separation from properties, and minimise the spread of infrastructure in the landscape. Where proximity cannot be avoided mitigation measures are proposed which includes management of construction hours, noise controls and restoration of land following works. Construction effects will be temporary and managed through **Application Document 7.2 Outline Code of Construction Practice** which includes controls on noise, dust, traffic and working hours. Following completion of construction working areas will be reinstated and agricultural land returned to use. National Grid acknowledges that overhead line infrastructure is visible and may alter aspects of the landscape. The design approach has sought to balance national infrastructure needs with the protection of residential amenity ensuring that impacts are avoided or reduced where reasonably practicable.	
9.2.44	Request to move pylons 4AF159 and 4AF160 to reduce impacts on specified properties, closer to stable blocks.	National Grid has considered the respondent's feedback and has reviewed the alternative suggested. The alignment in this area has been designed to avoid routeing through an area of high ground to the northwest of Misterton, increase distance of the overhead line from Grade II listed Haxey Gate Bridge, avoid crossing a Local Wildlife site along Tindale road and allow for the required distance between the existing ZDA and 4TM overhead lines. For these reasons it has not been possible to incorporate the request into the Project's design.	
Ecology and Biodiversity			
9.2.45	Concerns about negative impact on mature tree habitat and suggestions to prioritise the avoidance of tree removal over planting mitigation. General concerns also raised about loss of local habitat corridor.	National Grid recognises the value of trees, hedgerows, and other green infrastructure in providing biodiversity, landscape and environmental benefits. The Project has been designed to balance the need for electricity infrastructure with environmental and land use considerations. Where practicable the design has sought to avoid or minimise impacts on existing hedgerows, trees and woodland and any removal of vegetation will be mitigated through appropriate reinstatement or replacement planting, and habitat enhancement in accordance with the commitments set out in **Application Document 7.3 Register of Environmental Actions and Commitment Application** and **Document 7.8 Outline Landscape and Ecological Management Plan.** Where land within the Order Limits is required for the siting of electricity infrastructure to meet the needs of the network National Grid	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		remains committed to maximising ecological and landscape benefits including planting in areas not directly required for pylons or operational infrastructure. **Application Document 7.14 Arboricultural Impact Assessment** has been submitted with the Application. This information has determined tree root protection areas, tree protection measures, and mitigation for any tree losses. Any habitat loss, including the felling of trees or hedgerow will be replaced as part of the reinstatement and mitigation planting presented within **Application Document 7.3 Register of Environmental Actions and Commitments** secured through Requirements within **Application Document 3.1 Draft Development Consent Order.** The Project proposes to deliver 10% Biodiversity Net Gain (BNG) with potential for wider environmental and societal benefits on a voluntary basis. Details on the Project's approach to voluntary BNG is provided in **Application Document 7.20 Design Development Report 2025** and **Application Document 7.1 Biodiversity Net Gain Report**.	
Economic			
9.2.46	The cost of undergrounding should not be the main factor in decision making.	National Grid has carefully considered the feedback received during the stage one non-statutory consultation in 2023, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscape (previously known as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. In this context, it is considered there are insufficient policy justifications to use underground cabling in this location. For more information relating to the optioneering please refer to **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and for detail on the cost and benefits of the Project, please refer to **Application Document 7.17 Strategic Options Report Including Needs Case.**	
Health, Safety and Security			

Ref no.	Summary of Issue	National Grid's Response	Design Change
9.2.47	Routing will impact health and safety of livestock.	To support the health and safety of livestock during construction, **Application Document 7.3 Register of Environmental Actions and Commitments** secures mitigation for working areas to be appropriately demarcated. The type of demarcation to be installed will depend on the area to be managed and will take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the demarcation used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Any demarcated area will be regularly inspected and maintained and removed as part of demobilisation unless otherwise specified.	
9.2.48	Suggestion for nighttime security patrols near residential properties during construction.	**Application Document 7.3 Register of Environmental Actions and Commitments** secures mitigation that temporary construction compounds, including offices, will be secured to protect the public and prevent unauthorised entry to site. Access to temporary construction compounds will be limited to specific entry points and personnel entries/exits will be recorded and monitored for both security and health and safety purposes. Security fencing and gates are proposed for all site access points to secure the works area, the construction corridor and haul roads to deter crime. As part of the Environmental Impact Assessment, **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** assesses the impacts on community identity, culture, resilience, and influence and the associated effects on health, including potential effects in relation to crime. No significant health effects are anticipated as a result of impacts on community identity, culture, resilience, and influence.	
Landscape and Visual			
9.2.49	The Project will cause negative landscape and visual impacts, including on significant non-designated landscapes at Epworth Fields Holiday Park.	Through sensitive routeing and siting, National Grid has sought to reduce the effect on landscape and visual receptors including communities, keeping it at a distance from settlements and individual properties and businesses where practicable. The Environmental Statement considers the potential effects on receptors, including people during construction and operational phases. Impacts on the landscape are considered within **Application Document 6.6 Environmental Statement Chapter 6 Landscape** and visual impacts are considered in **Application Document 6.7 Environmental Statement Chapter 7 Visual**. The assessment of landscape effects considers the effects on landscape character and resources,	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	Suggestion that pylons will cause landscape, visual and amenity impacts on residential properties and concerns about loss of environmental screening and landscape and visual impacts.	including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. In Route Section 7 near Epworth, the route runs parallel with the existing overhead lines. While there would be views of the construction activities and the proposed overhead line when completed, being parallel minimises the landscape effects and helps ensure that the composition and character of the landscape and views is not fundamentally altered. The Project has also produced an **Application Document 7.8 Outline Landscape and Ecology Management Plan**, which sets out the measures to protect existing vegetation as well as for reinstatement and additional planting to avoid or reduce of effects on landscape character. The detailed assessment of the views from the community of Epworth is presented in **Application Document 6.7.A4 Environmental Statement Appendix 7.4 Visual Baseline and Assessment**. There is very little vegetation to the east of Epworth, but the Project has ensured that any vegetation lost will be mitigated, for example new planting between pylon 4AF142 and pylon 4AF143 to mitigate for loss under the conductors. There is predicted to be a minor adverse (not significant) effect on views as the proposed overhead line would be aligned parallel with and close to the existing overhead lines. The proposed pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced.	
Socioeconomic			
9.2.50	Compensation must be provided for land and property owners in cases of devaluation.	National Grid acknowledges that its proposals may cause concern to land and property owners. National policy and established planning practise recognised that changes in property value can occur due to a range of factors and that property value impacts alone are not a determinative planning consideration. Where land or rights over land are required, or where properties are directly affected by the Project National Grid will provide compensation in accordance with the Compensation Code which provides for compensation where specific legal criteria are met. In addition, statutory blight provisions may apply in certain circumstances enabling eligible property owners to seek compensation or require acquisition of their property. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim would be considered on an individual basis in accordance with current legislation. National Grid would pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compensation Code allows for a claim of	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. The use of compulsory acquisition powers is a last resort, and National Grid will look to acquire by voluntary agreement wherever possible.	
9.2.51	Concern about impact of the Project on local tourism business including construction related access disruption, declining bookings and occupancy and reputational damage. Overall resulting in significant loss of revenue and business devaluation and impact tourism employment in the area. Suggestion that compensation should be arranged.	National Grid recognises that tourism is an important consideration for local communities and the economy. Potential effects on tourism have been considered as part of the Environmental Impact Assessment, including the assessment of landscape and visual impacts, accessibility and amenity. Routing and design of the Project have sought to avoid sensitive tourist areas and viewpoints were practicable. Where avoidance is not possible mitigation measures such as sensitive routeing and siting and mitigation planting have been incorporated to reduce visual intrusion and minimise disruption to visitors. **Application Document 6.17 Environmental Statement Chapter 17 Socio Economics Recreation and Tourism** concludes that with these measures in place residual effects on tourism are expected to be temporary and not significant. National Grid recognises the importance of fair and appropriate compensation for land owners affected by the Project. Compensation for land acquisition, temporary use, inconvenience, loss of earnings, and ongoing rights is addressed through the Compensation Code. These provisions ensure that land owners are compensated in accordance with relevant legislation and guidance.	
9.2.52	Concerns about impact of road closures in High Melwood. Epworth on dog grooming business access for the resident and customers.	Potential impact on businesses within the 500m Study Area (500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits) is presented in **Application Document 6.17 Environmental Statement Chapter 17 Socio-Economics, Recreation and Tourism,** prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('the EIA Regulations'). With mitigation secured within **Application Document 7.2 Code of Construction Practice** and the associated management plans it is considered that impacts from construction can be effectively managed and minimised throughout the construction period. **Application Document 7.4 Outline Construction Traffic Management Plan** secures measures to reduce	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		potential nuisance to residents, businesses and the wider community associated with access restrictions. It also provides suitable control for the means of access and egress to the public highway and sets out measures for the maintenance and upkeep of the public highway. It will also identify access for emergency vehicles and set out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.	
Section 8			
Construction			
9.2.53	Support for the removal of construction compound on respondent's land and support for the reduction in the indicative zone for construction, operation and maintenance on respondent's land.	National Grid notes the feedback.	
Section 9			
Construction			
9.2.54	Concerns about impact of access route on solar farm and battery storage facility. Further engagement with Enso Energy landowners is needed to mitigate construction impacts of the Project	National Grid recognises the benefits of coordinating infrastructure where opportunities exist and has considered this as part of the design process. Engagement with third party developers, is reported within **Application Document 5.11 Interrelationship Document** which details the coordination activities which have taken place. National Grid remains in open dialogue with the third party developer.	

Ref no.	Summary of Issue	National Grid's Response	Design Change
Section 10			
Construction			
9.2.55	Support for the changes to the indicative zone for construction, operation and maintenance.	National Grid notes the feedback.	
9.2.56	Concern that temporary access routes and construction and maintenance zone spur will disruption farming operations, particularly willow cropping, and impact access to office parking.	An Environmental Statement (ES) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). The ES considers the potential effects and recommends appropriate mitigation to reduce effects from vehicle movements in **Application Document 6.14 Environmental Statement Chapter 14 Traffic and Transport**. The assessment includes a Traffic and Transport assessment presented as **Application Document 7.15 Transport Assessment.** As part of this assessment, National Grid has worked closely with the relevant highway authorities to understand and gain information on the local road network. This information has been used to inform and guide the drafting of **Application Document 7.4 Outline Construction Traffic Management Plan** (OTCMP) for the Project which secures measures to reduce potential disruptions to residents, businesses, agricultural operations and the wider community associated with any access restrictions. It also provides suitable control for the means of access and egress to the public highway and sets out measures for the maintenance and upkeep of the public highway. National Grid is committed to engaging with residents and wider stakeholders throughout the construction period of the Project in advance of the works. A free telephone Project helpline will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related complaints will be logged by the contractor(s) in a complaint register, together with a record of the responses given and actions taken.	
Design			
9.2.57	Suggestion to use an alternative pylon route using 'waste land' to	Overhead electricity transmission infrastructure requires a continuous, linear route with specific design and safety parameters, including clearances, space, and accessible construction and maintenance. The findings and justifications for the selection of the route corridor which has	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	avoid using agricultural land.	been selected for the alignment is presented within **Application Document 7.18 Corridor Preliminary Routeing and Siting Study** (CPRSS), and **Application Document 7.19 Supplementary Corridor Routeing Report** (SCRR) with **Application Document 5.9 Design Development Report** providing detail on the route alignment presented at statutory consultation.	
9.2.58	Suggestion of an alternative overhead line route to run from pylon 4AF233 in a south-south-west and pylon 4AF234 to be repositioned to the norther-west of its current location. From there, the overhead live then runs southwards, parallel (but to the west) of the proposed alignment.	National Grid has considered the respondent's feedback and reviewed the suggestion made. The movement would result in works within and over North Beck and a greater loss of mature trees which can be avoided through the current design. The movement would also place pylons close to the field drains which would need sufficient stand-off. Temporary construction access and stringing of the overhead line would also be more complex due to the drain located through the middle of the alignment. For these reasons the change requested has not been incorporated not the Projects design.	
9.2.59	Suggestion to consider an alternative access route running from Retford Road for a short distance before meeting with the proposed access route, forming a continuous route.	National Grid has considered the respondent's feedback and reviewed the suggestion made. The change requested would bring the bellmouth close to, if not under, the crossing protection area for the overhead line along Retford Road. This would lead to complications with bringing construction traffic beneath the scaffolding. It would also place the access point within the stringing position causing additional safety hazards. The suggested alternative results in the bellmouth being within the Limits of Deviation (LoD) of the overhead line which would put the access under the overhead line should the LoD be utilised during detailed design. For these reasons the change requested has not been incorporated into the design.	
9.2.60	Suggestion to consider an alternative access	National Grid has considered the respondent's feedback and reviewed the suggestion made. The decision has been made not to implement the change to the RLB for operation and maintenance used for future access within the DCO application, but it is noted that	

Ref no.	Summary of Issue	National Grid's Response	Design Change
	route to the east of specified property.	engagement with the affected PIL through voluntary agreement could seek an alternative arrangement.	
9.2.61	Suggestion for a proposed planting area to the west of 4AF233 and 4AF234.	National Grid has considered the respondent's feedback and reviewed the suggestion made. The area of mitigation planting has been reviewed and refined following a previous request for a change. Additional mitigation for visual effects have been considered and screening though natural sources and mitigation planting form part of the Project's design where a need has been identified. This is detailed further within **Application Document 6.7 Environmental Statement Chapter 7 Visual.** It is acknowledged that completely screening a development of this scale is not achievable through planting, and hence why embedded mitigation such as routeing the proposed overhead line parallel with existing overhead lines has been a key design principle to reduce the spread of effects in views.	
9.2.62	An alternative routeing western alignment should be explored that avoids Order Limits for Steeple Solar Farm Project.	Information relating to the optioneering of the design in this location is presented within **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** and **Application Document 5.9 Design Development Report.**	
Health, Safety and Security			
9.2.63	Concern that the introduction of the access point that serves an operational business park and office park raises health and safety concerns.	National Grid recognises the importance of protecting health, safety and well-being during construction of the Project. Potential health effects associated with construction including traffic movements have been carefully considered as part of the Environmental Impact Assessment. This assessment is within **Application Document 6.18 Environmental Statement Chapter 18 Health and Wellbeing** that has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Construction activities will be managed through **Application Document 7.2 Outline Code of Construction Practice** and the associated management plans including **Application Document 7.4 Outline Construction Traffic Management Plan** which will include measures to control working hours, noise, dust, vibration, and construction traffic as well as	

Ref no.	Summary of Issue	National Grid's Response	Design Change
		arrangements for site management and monitoring. These measures are intended to minimise potential impacts on amenity and health.	
Planning			
9.2.64	Concerns about interactions and cumulative impacts with the Steeple Renewables Project and therefore will impact on overall renewable energy generation. Further engagement is required to ensure the full extent of the Steeple Renewables Project is considered as part of the application.	Existing and planned development has been taken into account when considering the Project. Where there is certainty of a development being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these have been considered within the cumulative impact assessment of the Project presented in **Application Document 6.21 Environmental Statement Chapter 21 Inter-project Cumulative Effects** National Grid has engaged with other developers who are proposing development in proximity of the Project to understand their requirements, with engagement likely to continue through the lifecycle of the Project. Interrelationships with other developments are presented within **Application Document 5.11 Interrelationships Report**	

9.4 Summary of Design Changes Made Following Feedback Received

9.4.1 Following the conclusion of the further landowner consultations between June 2025 and September 2026, the proposed design changes requested were carefully considered in the context of environmental constraints and opportunities, engineering feasibility and costs, planning context and other relevant factors. The process of considering the design changes followed the same approach taken following statutory consultation and comprised an initial filter for benefit and feasibility, an assessment incorporating inputs from the relevant technical experts, and further study if required. Outcomes of design changes were either that a change was incorporated into the Project design, or that the change was not incorporated following the result of careful consideration.

Route Section 5: River Ouse Crossing to Luddington

9.4.2 Feedback was received concerning interactions with a third party development on land proposed for mitigation of impacts upon Functionally Linked Land (FLL). Alternative areas of mitigation land were appraised and a preferred option identified which led to the relocation of land for mitigation of impacts upon FLL. This addressed the feedback received regarding interactions with a third party development.

10. Environmental Impact Assessment Consultation

10.1 Introduction

10.1.1 The consultation required under The Infrastructure Planning Regulations (EIA) Regulations 2017[49] ("EIA Regulations 2017") is separate from the public consultation required under the Planning Act 2008 which is the primary focus of this report. This chapter outlines the consultation undertaken by and on behalf of National Grid to satisfy the requirements of the EIA Regulations 2017. Documents within **Volume 6 Environmental Statement** and appendices explain in further detail how regard has been had to the comments received from the EIA scoping consultation

10.1.2 Full details of compliance with the EIA Regulations 2017 regarding the EIA itself are available within **Application Document 6.1 Environmental Statement Chapter 1 Introduction**.

10.2 Summary of EIA Scoping Opinion and List of Consultation Bodies who Responded

10.2.1 A Regulation 8(1)(b) (of the EIA Regulations 2017) notification was submitted to the Secretary of State on 21 August 2023. The letter included a request for a Scoping Opinion under Regulation 10 of the EIA Regulations 2017 and confirmed that the Applicant intended to submit a DCO Application.

10.2.2 National Grid submitted the **Application Document 6.5.A1 Environmental Statement Appendix 5.1 Environmental Impact Assessment Scoping Report** to PINs on 21 August 2023 in accordance with the EIA Regulations 2017 as well as having due regard to Planning Inspectorate Advice Note Seven[50].

10.2.3 The Secretary of State adopted the Scoping Opinion on 29 September 2023 having consulted with the relevant consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017. The **Application Document 6.5.A1 Environmental Statement Appendix 5.1 Environmental Impact Assessment Scoping Report** and Scoping Opinion (**Application Document 6.5.A2 Environmental Statement Appendix 5.2 Scoping Opinion**), have been submitted as part of the DCO application. National Grid has responded to the points raised in the Scoping Opinion in **Application Document 6.5.A2 Environmental Statement Appendix 5.2 Scoping Opinion** and detailed how each point is addressed in the relevant chapters of **Volume 6 Environmental Statement**. **Application Document 6.5.A3 Environmental Statement Appendix 5.3 Scoping Response Tables** provides

[49] Legislation.gov (2017). Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. [Online]. Available at: https://www.legislation.gov.uk/uksi/2017/572/contents/made

[50] Planning Inspectorate (2020). Advice Note Seven. EIA: Process, Preliminary Environmental Information, and Environmental Statements. [Online]. Available at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-seven-environmental-impact-assessment-process-preliminary-environmental-information-and-environmental-statements/

responses to the comments made by the prescribed consultees at the EIA scoping stage, and how each comment has been considered.

10.2.4 The following consultation bodies provided responses to PINs on the Scoping Report:

- Blacktoft Parish Council
- Broomfleet Parish Council
- Canal and River Trust
- Crowle and Ealand Town Council
- Dunham-on-Trent, Ragnall, Fledborough and Darlton Parish Council
- Ellerker Parish Council
- Environment Agency
- Historic England
- Lincolnshire County Council
- Maritime and Coastguard Agency
- NATS Safeguarding
- Natural England
- Network Rail
- Newark and Sherwood District Council
- North and South Wheatley Parish Council
- North Leverton with Habblesthorpe Parish Council
- North Lincolnshire Council
- Northern Gas Networks
- Nottinghamshire County Council
- Rotherham Metropolitan Borough Council
- Royal Mail
- South Cave Parish Council
- South Leverton Parish Council
- South Yorkshire Mayoral Combined Authority
- The Coal Authority
- UK Health Security Agency
- Yorkshire Wildlife Trust

10.3 Confirmation of Adherence to Section 48 of the PA 2008

10.3.1 Regulation 13 of the EIA Regulations 2017 states that where the proposed application for an order granting development consent is an application for EIA

development, the Applicant must, at the same time as publishing notice of the proposed application under Section 48(1) of the PA 2008, send a copy of that notice to the consultation bodies (as defined in Regulation 3(1) of the EIA Regulations 2017) and to any person notified to the Applicant by PINs in accordance with Regulation 11(1)(c).

10.3.2 In accordance with Regulation 13, National Grid sent a Section 48 notice to the consultation bodies on 18 February 2025. Copies of the letter issued are available in Appendix E and the notice is available in Appendix G of this report.

10.4 Consultation on the Preliminary Environmental Information

10.4.1 As per the provisions of Regulation 12(1) of the EIA Regulations 2017, the SoCC must set out (a) whether the Project is EIA development, and (b), how the Applicant intends to publicise and consult on the preliminary environmental information.

10.4.2 The Section 1 of the SoCC (Appendix D5) states it was produced pursuant to Section 47(1) of the PA 2008 and Regulation 12 of the EIA Regulations 2017. The SoCC confirms that National Grid would be consulting on the preliminary environmental information as part of the statutory consultation and that an ES would be prepared as part of the application for development consent.

10.4.3 The Section 5.2 of the SoCC (Appendix D5) further states that preliminary environmental information (in the form of a Preliminary Environmental Information Report (PEIR)) will form part of the consultation materials, stating that the full PEIR will be made available including on the project website, in paper form at public information events and available to view electronically via USB sticks at local information point. Paper copies of the PEIR could also be provided on request, although no requests were received.

10.4.4 Section 5.2 of the SoCC (Appendix D5) confirms that the PEIR would contain a description of the project, and a preliminary assessment of the likely significant environmental effects of the proposed Project, based on the initial information available at that time. It will also set out how National Grid propose to reduce these effects and maximise the benefits of the proposed Project. The SoCC is therefore clear that a PEIR was to be prepared and consulted on, and how National Grid intended to publicise and consult on this document.

10.4.5 The role of the PEIR is to provide information reasonably required to enable members of the public (including local communities), LPAs, statutory bodies and people whose land or interests would potentially be affected to understand the likely significant environmental effects of the Project so that they may provide meaningful feedback.

10.4.6 The PEIR was produced and consulted on during the statutory consultation between 18 February 2025 and 15 April 2025. Feedback received from stakeholders and members of the public on the content of PEIR can be found in Section 8**.** Feedback from statutory and prescribed consultees is provided in full in Appendix K and any feedback particularly pertinent to the EIA are summarised within the relevant ES topic chapters **Application Documents 6.6 to 6.21**

11. Conclusion

11.1 Introduction

11.1.1 The purpose of this Consultation Report is to present how National Grid has undertaken the pre-application consultation for the Project, including both statutory consultation and non-statutory consultations and to confirm that National Grid has:

- Undertaken the pre-application consultation in compliance with Sections 42, 47 and 48 of the PA 2008 in relation to the proposed application;
- Ensured all relevant responses from consultees (within the meaning of Section 49(3) of the PA 2008) have been captured, analysed and considered; and
- Had regard to any relevant responses (as per Section 49 of the PA 2008).

11.1.2 National Grid acknowledges amendments to the Planning Act 2008 introduced by the Planning and Infrastructure Act 2025, which came into effect on 24 July 2026. These changes amend the statutory pre-application consultation requirements and related provisions for Development Consent Order applications. However, as the Project's consultation activities have been undertaken in accordance with the approach established for the Project in compliance with sections 42, 43, 44, 45, 47,48 and 49 of the Planning Act 2008, the approach to consultation reporting and the structure of the consultation documentation have not been amended to reflect the changes. This approach ensures that the consultation undertaken by National Grid is transparently recorded against the legislative and procedural framework that applied during the consultation period.

11.2 Adequacy of Consultation

11.2.1 At each stage of pre-application consultation National Grid has undertaken consultation in accordance with the approach identified in the SoCC and in accordance with the PA 2008, including Sections 42, 47, and 48.

11.2.2 In accordance with the NSIP planning process, the Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects guidance (MHCLG, 2024) and the Nationally Significant Infrastructure Projects: 2024 Pre-Application Prospectus (Planning Inspectorate, 2024), National Grid provided the Planning Inspectorate with an AoCM report submitted on 15 July 2026, available on the Planning Inspectorate website.

11.2.3 As part of the preparation of the AoCM report, National Grid consulted with the host and neighbouring local authorities about the adequacy of consultation undertaken by National Grid to date and demonstrated National Grid's compliance with the statutory provisions of the PA 2008, in line with the agreed SoCC.

11.2.4 Details of this consultation can be found in Section 7.12 of this report and the AoCM report itself (see Appendix J).

11.3 Compliance with Planning Act (PA) 2008 and Environmental Impact Assessment Regulations

11.3.1 This Consultation Report sets out the consultation activities which have been undertaken under Section 42, Section 47, Section 48 and Section 49 of the PA 2008. National Grid developed the approach to statutory consultation in line with the requirements of the PA 2008, the APFP Regulations 2009, the EIA Regulations 2017, as well as MHCLG Guidance and PINs Advice on the Consultation Report as set out in Chapter 4 of this report.

11.3.2 Chapter 4 provides detail of how each requirement from the legislation, regulations, as well as the guidance and advice notes, have been met as part of this consultation. Compliance with the PA 2008 can be summarised as follows:

- Consultation was undertaken in accordance with Section 47 of the PA 2008, as identified in Chapter 6 of this report. This included consultation on the SoCC with local authorities, publication of the SoCC notice, making the SoCC available for inspection and undertaking consultation as set out in the SoCC;
- Consultation was undertaken in accordance with Section 42 of the PA 2008, as identified in Chapter 7 of this report. This included consultation with all relevant consultees under Section 42(1)(a), Section 42(1)(aa), Section 42(1)(b) and Section 42(1)(d). Section 42(1)(c) is not relevant to the Project;
- The Secretary of State for Energy Security and Net Zero was notified of the proposed application in accordance with Section 46 of the PA 2008, as identified in Chapter 7 of this report;
- The EIA Regulations 2017 also include a requirement to prepare and consult on preliminary environmental information. A PEIR was therefore produced for statutory consultation (undertaken between 18 February 2025 and 15 April 2025);
- The consultation was publicised in accordance with Section 48 of the PA 2008, as identified in Chapter 7 of this report. This included the publication of the Section 48 notice in four local newspapers (Yorkshire Post, Nottingham Post, Lincolnshire Echo, Hull Daily Mail), The London Gazette and The Guardian (see for copies of the notices). This also included notification to consultation bodies in line with the EIA Regulations 2017;
- National Grid has complied with Section 49 of the PA 2008 by demonstrating in Chapter 8 and Chapter 9 of this report that it has had regard to all of the responses received at statutory consultation and the comments raised;
- This Consultation Report shows how feedback received has influenced National Grid's proposal, design, analysis and methods of delivery for this major infrastructure project in Section 8.7and Section 9.4; and
- This Consultation Report has been prepared in fulfilment of Section 37(3)(c) of the PA 2008. This requires the DCO application to be accompanied by a consultation report giving details of the matters specified in Section 37(7).

11.4 Summary of Changes

11.4.1 National Grid has adopted a multi-phased consultation approach, comprising non-statutory consultation, statutory consultation and targeted consultation. This

approach has sought consultation feedback throughout the development of the Project and on all aspects of the proposed development, enabling feedback to influence the design evolution.

11.4.2 Over the course of the consultations undertaken since summer 2023, numerous changes to the design were proposed by respondents through consultation feedback. A more detailed summary of changes following statutory consultation is provided in Section 8.7 of this report, and Section 8.6 details all the feedback received, including where requested design changes were considered but not incorporated. A summary of changes following the further landowner consultations is provided in Section 9.4, and Section 9.3 details the feedback received.

11.4.3 Further changes to the design arose as a result of ongoing environmental and engineering assessment work as the design progressed. The proposed amendments were considered by the project team and as a result, the design evolved iteratively to include key changes. These are reported in **Application Document 5.9 Design Development Report** and **Application Document 5.10 Design Approach Document**.

References

Bassetlaw District Council. (2026). *Planning – Application Summary, 25/01302/FUL.* Retrieved from https://publicaccess.bassetlaw.gov.uk/online-applications/applicationDetails.do?keyVal=T61BLJCSMTQ00&activeTab=summary

Defra. (2026, June 02). *Nationally Significant Infrastructure Project: biodiversity gain statement for energy.* Retrieved September 08, 2026, from GOV.UK: https://www.gov.uk/government/publications/nsips-biodiversity-gain-statement-for-energy

Defra. (2026). *Understanding biodiversity net gain.* Retrieved from GOV.UK: http://www.gov.uk/guidance/understanding-biodiversity-net-gain

Department for Communities and Local Government. (2013). *Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land.* Retrieved from GOV.UK: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/236454/Planning_Act_2008_-_Guidance_related_to_procedures_for_the_compulsory_acquisition_of_land.pdf

East Riding of Yorkshire Council. (2026). *Planning – Planning Application Documents, 25/01898/STPLF.* Retrieved from https://newplanningaccess.eastriding.gov.uk/newplanningaccess/applicationDetails.do?activeTab=documents&keyVal=SYS3U4BJMTF00

HM Government. (1989). *Electricity Act 1989.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/1989/29/contents

HM Government. (1990). *Town and Country Planning Act 1990.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/1990/8/contents

HM Government. (2008). *Planning Act 2008.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/2008/29/contents

HM Government. (2009). *The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/uksi/2009/2264/contents/made

HM Government. (2017). *The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/uksi/2017/572/contents

Ministry of Housing, Communities and Local Government. (2024, April). *Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects.* Retrieved from GOV.UK: https://www.gov.uk/guidance/planning-act-2008-pre-application-stage-for-nationally-significant-infrastructure-projects

National Grid. (2016). *Our Stakeholder, Community and Amenity Policy.* Retrieved from https://www.nationalgrid.com/document/81026/download

National Grid. (2022). *Our Approach to Consenting.*

National Grid. (2023). *North Humber to High Marnham and Grimsby to Walpole Strategic Options Report.* Retrieved from https://www.nationalgrid.com/electricity-transmission/document/149041/download

National Grid. (2023). *North Humber to High Marnham, 2023 non-statutory consultation plans.* Retrieved from https://www.nationalgrid.com/the-great-grid-upgrade/north-humber-high-marnham/document-library#4257225834-1484802565

National Grid. (2023). *North Humber to High Marnham, Corridor Preliminary Routeing and Siting Study.* Retrieved from https://www.nationalgrid.com/electricity-transmission/document/148821/download

National Grid. (2023). *North Humber to High Marnham, Event banners.* Retrieved from https://www.nationalgrid.com/document/354821/download

National Grid. (2023). *North Humber to High Marnham, interactive map – non-statutory consultation.* Retrieved from https://experience.arcgis.com/experience/b89ab21328f4438a92f41f7e098dd6fc/

National Grid. (2023). *North Humber to High Marnham, Project Background Document.* Retrieved from https://www.nationalgrid.com/electricity-transmission/document/148931/download

National Grid. (2023). *North Humber to High Marnham, Public consultation strategy.* Retrieved from https://www.nationalgrid.com/document/348911/download

National Grid. (2024). *North Humber to High Marnham, Addendum to the Project Background Document.* Retrieved from https://www.nationalgrid.com/document/355956/download

National Grid. (2024). *North Humber to High Marnham, Localised consultation newsletter.* Retrieved from https://www.nationalgrid.com/document/355981/download

National Grid. (2024). *North Humber to High Marnham, Localised consultation strategy.* Retrieved from https://www.nationalgrid.com/document/355971/download

National Grid. (2024). *North Humber to High Marnham, Supplementary Corridor and Routeing Report.* Retrieved from https://www.nationalgrid.com/document/355976/download

National Grid. (2024). *Wanlass Beck and Birkhill Wood, Community Engagement Report.* Retrieved from https://newplanningaccess.eastriding.gov.uk/newplanningaccess/applicationDetails.do?activeTab=documents&keyVal=SPD7Q2BJGWR00

National Grid. (2025). *Chesterfield to High Marnham, Statement of Community Involvement.* Retrieved from https://publicaccess.bassetlaw.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T61BLJCSMTQ00

National Grid. (2025). *North Humber to High Marnham, Design Development Report.* Retrieved from https://www.nationalgrid.com/document/154031/download

National Grid. (2025). *North Humber to High Marnham, interactive map – statutory consultation.* Retrieved from https://experience.arcgis.com/experience/916c8552864646aa97e28317c515679f/

National Grid. (2025). *North Humber to High Marnham, Preliminary Environmental Information Report.* Retrieved from https://www.nationalgrid.com/the-great-grid-upgrade/north-humber-high-marnham/document-library#4257225834-4072747167

National Grid. (2025). *North Humber to High Marnham, Preliminary Environmental Information Report – Non-Technical Summary.* Retrieved from https://www.nationalgrid.com/document/154016/download

National Grid. (2025). *North Humber to High Marnham, Project Background Document.* Retrieved from https://www.nationalgrid.com/document/154001/download

National Grid. (2025). *North Humber to High Marnham, Statutory consultation plans.* Retrieved from https://www.nationalgrid.com/the-great-grid-upgrade/north-humber-high-marnham/document-library#4257225834-1591556197

National Grid. (2025). *North Humber to High Marnham, Strategic Options Report Update – North Humber to High Marnham and Grimsby to Walpole.* Retrieved from https://www.nationalgrid.com/document/154026/download

Planning Inspectorate. (2024). *Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus.* Retrieved from GOV.UK: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-2024-pre-application-prospectus

Planning Inspectorate. (2024, September). *Nationally Significant Infrastructure Projects: Advice on EIA Notification and Consultation.* Retrieved from GOV.UK: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-eia-notification-and-consultation

Planning Inspectorate. (2024, August). *Nationally Significant Infrastructure Projects: Advice on the Consultation Report.* Retrieved from GOV.UK: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-the-consultation-report

Planning Inspectorate. (2025). *Advice on the Preparation and Submission of Application Documents.* Retrieved from GOV.UK: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-the-preparation-and-submission-of-application-documents

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

Registered in England and Wales
No. 4031152
nationalgrid.com