The Great Grid Upgrade

North Humber to High Marnham

NHHM-NG-CNS-REP-0026

North Humber to High Marnham

Volume 5: Reports and Statements

Document 5.8.9 Statement of Common Ground - Canal and River Trust

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. Purpose of the Statement of Common Ground 1

2. Project Description 2

3. Record of Engagement 3

3.1 Role of the Consultee in the process 3

3.2 Summary of pre-application discussions 3

4. Matters Agreed or Under Discussion 5

4.1 Overview 5

5. Matters Not Agreed 14

5.1 Overview 14

6. Confirmation of Agreement 15

Table 3.1 – Summary of Engagement between National Grid and CRT 4
Table 4.1 – Agreement Status 5
Table 4.2 – Matters Agreed or Under Discussion in Relation to the Project 6

1. Purpose of the Statement of Common Ground

1.1.1 This draft Statement of Common Ground (SoCG) has been prepared by National Grid Electricity Transmission (National Grid / 'the Applicant') and the Canal and River Trust (CRT) regarding the proposed North Humber to High Marnham Development Consent Order (DCO) application ('the Application').

1.1.2 Section 4 sets out the matters 'agreed' between the Parties, for which no further issues have been raised. It also identifies matters that remain 'under discussion', where agreement has not yet been reached and further negotiations are required to establish an agreed approach.

1.1.3 This SoCG is structured as follows:

- Section 1: An introduction to this SoCG and a description of its purpose
- Section 2: Gives a description of the project.
- Section 3: Summarises engagement between Parties to date
- Section 4: Summarises the key matters and captures the status of each issue / matter.
- Section 5: Sets out matters not agreed between the Parties.
- Section 6: Sets out the approvals and the signing off sheet between the Parties.

1.1.4 The aim of the SoCG is to clarify the shared understanding of any issues and facilitate an efficient resolution process. Any reference to 'the Parties' means National Grid and the CRT.

1.1.5 This draft SoCG has been prepared at an early phase of the DCO process, ahead of submission. It is intended to be a live and working document which will be updated as the project progresses and shared with the CRT at key points for discussion. A final SoCG will be prepared ahead of the close of the DCO Examination. Unlike a final SoCG, this draft SoCG has not been officially signed by either party.

2. Project Description

2.1.1 The North Humber to High Marnham Project (the Project) is a new 400 kilovolt (kV) electricity transmission connection of approximately 90 kilometres (km) in overall length between two proposed new substations: the 400 kV Birkhill Wood Substation and 400 kV High Marnham Substation.

2.1.2 The proposed new substations are subject to separate planning applications. For more information, see **Application Document 5.4 Consents and Licences Required Under Other Legislation**.

2.1.3 The Project comprises:

- Approximately 90 km of new overhead line (Route Code 4AF) between the proposed new 400 kV Birkhill Wood Substation and 400 kV High Marnham Substation;
- Replacement and re-alignment of a 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).

2.1.4 A full description of the Project is provided in **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**.

3. Record of Engagement

3.1 Role of the Consultee in the process

3.1.1 The Canal and River Trust (CRT) is the UK's largest canal charity, responsible for protecting, maintaining, and revitalising the historic network of canals and rivers. They care for over 2,000 miles of waterways, including thousands of historic structures such as bridges, locks, aqueducts, and listed buildings. Their work supports nature by managing important wildlife habitats, including 68 Sites of Special Scientific Interest (SSSI).

3.1.2 CRT are landowners and the Navigation Authority for both the Stainforth and Keadby Canal and the Chesterfield Canal. Sections of both these waterways are included within the order limits of the project. The Trust is also Navigation Authority for the River Trent. They own land to the east of the High Marnham Substation, including part of a watercourse at Fledborough which is not within the proposed Order Limits.

3.1.3 A period of non-statutory consultation was held for eight weeks, between 1 June 2023 and 27 July 2023. The CRT did not submit a response to this consultation. The CRT did submit a response to the Planning Inspectorate following the applicant's request for a scoping opinion in August 2023.

3.1.4 A localised non-statutory consultation was held for four weeks, between 9 July 2024 and 6 August 2024. That consultation introduced a potential alternative corridor for routeing and sought the views of the public and relevant stakeholders. The CRT did not submit a response to this consultation. CRT subsequently confirmed that the changes had no impact on their network.

3.1.5 Statutory consultation was held for a period of eight weeks from 18 February 2025 to 15 April 2025. That consultation provided an opportunity to see how the proposals had developed, how previous feedback had been considered and sought the views of the public and stakeholders on the updated proposals. The CRT submitted a response to this consultation on the 3 April 2025.

3.2 Summary of pre-application discussions

3.2.1 Table 3.1 provides an overview of the engagement that has taken place between National Grid and CRT.

Table 3.1 – Summary of Engagement between National Grid and CRT

Date	Format	Topic	Description
01/06/2023	Letter	**Non-statutory public consultation**	Letter inviting CRT to submit feedback on the project as part of the non-statutory public consultation.
01/06/2023	Letter	**Access to land and Newsletter**	A letter introducing the project and informing CRT that site surveys will begin shortly, and National Grid may need access to CRT's land to complete these surveys in the near future. A newsletter on the project was included.
15/09/2023	Letter	**Scoping Report**	CRT provided feedback on the Scoping Report.
03/04/2025	Letter	**S42 Consultation response**	CRT provided a letter outlining their feedback on the project as part of the statutory consultation.
13/06/2025	Meeting	**Project meeting**	Meeting to discuss the feedback received by CRT on the project in April 2025.
13/06/2025	Email	**Protective Provisions and Information on Stoppages.**	CRT emailed after the meeting to provide details on their expected protective provisions and information on stoppages.
1/09/2025	Meeting	**Project meeting**	Meeting to discuss project updates and design changes.
9/04/2026	Meeting	**Project meeting**	Meeting to discuss project updates including discussion around Chesterfield Canal towpath
24/07/2026	Meeting	**Project meeting**	Meeting to discuss Chesterfield Canal SSSI and ecology survey work.

4. Matters Agreed or Under Discussion

4.1 Overview

4.1.1 This section details the matters relevant to the CRT which have been agreed or are under discussion between the parties.

4.1.2 The red, amber, green status shows, at a glance, the level of agreement with the CRT, as seen Table 4.1.

Table 4.1 – Agreement Status

Status	Description
Not Agreed	Indicates a final position, where it has not been possible to resolve the issue to the agreement of both parties and there remains a difference of opinion.
Under Discussion	Indicates where issues are the subject of active on-going discussion.
Agreed	Indicates where an issue has been agreed or resolved satisfactorily to the agreement of both parties.

Table 4.2 – Matters Agreed or Under Discussion in Relation to the Project

ID	Matter	**Agreed Position** (working towards)	**CRT's Position** (including actions to be Taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
CRT-01	Visual Impacts on Stainforth and Keadby Canal and Chesterfield Canal.	The visual impact of the overhead line will be assessed to mitigate visual impacts. The Project has looked to cross canals as perpendicular as possible to limit the length of canal affected. With regards to existing views from the Stainforth and Keadby Canal the use of trees for visual mitigation will be considered. The project is extending the field of view for viewpoint VP8.5 in response to feedback from CRT and is proposing mitigation planting along the Chesterfield Canal to filter views as set out in **Application Document 7.8 Outline Landscape and Ecology Management Plan.** The Project involves the construction and operation of a 400 kV overhead line. No undergrounding of the line is proposed with reasoning for this set out in **Application Document 6.3 Environmental Statement Chapter 3 Main Alternatives Considered.**	Both canals run east–west along the proposed overhead line route. The visual amenity of these waterways is essential, forming an important part of their heritage, ecological and recreational value. Towpaths provide key public rights of way and are widely used for leisure and travel. The PEIR confirms that both canal crossings are proposed above ground, resulting in long-term visual impacts and construction disturbance. The flat landscape and limited tree cover mean that the Holford Rules cannot be easily applied to mitigate visual intrusion. Specific mitigation for canal crossings is not currently identified and should be added, particularly for the Chesterfield Canal. Undergrounding should be considered. Visual Impact Assessments must include viewpoints from the canals at crossing locations.	30/09/2026	Under discussion
CRT-02	Lighting impacts	No lighting of the overhead line is proposed. Lighting may be required during construction, the use of which is set out in	If any lighting is proposed along CRT network, lighting impacts should be assessed on the canals.	30/09/2026	Under discussion

ID	Matter	**Agreed Position** (working towards)	**CRT's Position** (including actions to be Taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		Application Document 7.3 Register of Environmental Actions and Commitments.			
CRT-03	Ecological mitigation	A summary of mitigation measures is proposed and will be provided within the **Application Document 6.8 Environmental Statement Chapter 8 Ecology.**	Both canals provide habitat for aquatic species, and part of the Chesterfield Canal is a designated SSSI. Any overhead crossings must incorporate measures to reduce bird and bat strike risk. Mitigation measures should be fully detailed within the Environmental Statement.	30/09/2026	Under discussion
CRT-04	Temporary construction impacts	The potential impacts of piling on aquatic species are assessed in **Application Document 6.8 Environmental Statement Chapter 8 Ecology.** **Application Document 7.3 Register of Environmental Actions and Commitments** sets out that where ground conditions permit, non-percussive piling techniques (e.g. augered piling) should be used where piling operations are required. A range of foundation types are proposed with the ecology assessment assuming all foundations would be piled, as a worst-case.	CRT are concerned with the temporary construction impacts associated with the vegetation removal and shading of the canal to facilitate the temporary construction access bridge crossing. Piling impacts on aquatic species must also be assessed.	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
CRT-05	Vibrational impact habitats	Indirect impacts to bats and waterborne species are assessed in **Application Document 6.8 Environmental Statement Chapter 8 Ecology** along with appropriate mitigation. **Application Document 7.3 Register of Environmental Actions and Commitments** sets out that where ground conditions permit, non-percussive piling techniques (e.g. augered piling) should be used where piling operations are required.	CRT are concerned with the potential vibrational impact on bats, and waterborne species from piling activities. Vibration impacts on bats and aquatic species must be assessed.	30/09/2026	Under discussion
CRT-06	Impacts on historic setting of canals	Assessment of the significance of these assets will be set out in a desk-based assessment supporting the Environmental Statements and potential impacts will be further considered in the Environmental Statements.	CRT canals are non-designated heritage assets, any impacts on their setting must be fully assessed within the Environmental Statement.	30/09/2026	Under discussion
CRT-07	Closure of canals to navigation traffic	Closure of both the Stainforth and Keadby Canal and the Chesterfield Canal may be required to facilitate construction works. National Grid will work with the CRT to minimise disruption to canal traffic by seeking to use managed temporary daytime or night time closures for the installation of temporary structures and scaffold protection.	This is a key concern for CRT. Any closure of the canals would need to be designed to ensure that impacts on boat traffic are appropriately managed. The Stainforth and Keadby Canal is a freight waterway, which allows for the passage of both commercial and leisure craft. The Chesterfield Canal is used by leisure craft. Closure of either canal to facilitate construction would sever their connection to the River Trent, which	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
		If longer closures will be required then these will be undertaken in accordance with the CRT Code of Practice.	could have a significant impact on users. The Trust would wish to review any powers sought in the Draft DCO to assess whether the proposals could have any impact in the ability of the Trust to carry out our Statutory Duties.		
CRT-08	CRT approvals	National Grid and CRT will continue discussions regarding any approvals that may be required for the Project.	CRT consent (as a landowner and Navigation Authority) may be required for the installation of a new cable crossing below or above the Chesterfield and/or Stainforth and Keadby Canal. CRT is a statutory undertaker which has specific duties to protect the waterways. It is likely that CRT would resist the use of compulsory powers which may affect their undertakings. CRT require that the acquisition of any rights over the River Ouse should be secured by agreement.		Under discussion
CRT-09	Protective provisions	National Grid and CRT will continue discussions regarding the need for and content of Protective Provisions to address asset protection, approvals, notifications, liabilities, access requirements and construction controls (not exhaustive).	CRT have provided a set of 'standard' draft protective provisions, which can be used as a basis to work from and tailor to suit this development. CRT seeks to reach agreement on the provisions at the earliest possible opportunity.	30/09/2026	Under discussion
CRT-10	Construction Management Plan	Soil management plans and methods will be contained within the Outline Code of	Consideration should be given towards measures to limit the risk of	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
		Construction Practice (OCoCP), including details of bunding of fuel stores etc. These are unlikely to occur close to the Stainforth and Keadby Canal or Chesterfield Canal. The OCoCP will be shared with CRT once available.	contamination towards the canals from wind blow, seepage or spillage during the course of development operations in proximity. CRT request that appropriate mitigation measures could be identified as part of a Construction Management Plan. The CRT await the OCoCP to confirm their position.		
CRT-11	Access track stability	Only maintenance access will be taken along the Chesterfield Canal. Construction traffic will be routed along the construction access road.	There is access roads proposed along both the Chesterfield Canal and the River Trent. There is a risk that loading from plant and heavy machinery here could increase the risks of land slips towards the waterways. Details on ground conditions, canal edge protection and the size of plant to be utilised should be provided to confirm whether the track is suitable. CRT await the Application Documents before they confirm their agreement.	30/09/2026	Under discussion
CRT-12	Chesterfield Canal Crossing	National Grid will establish whether adequate clearance can be provided when installing the temporary bridge crossing for the construction haul road to ensure the towpath can remain open to users.	The clearance should try to provide at least 2.7m headroom for the towpath, reduced headroom may be acceptable subject to agreement. The CRT wish to highlight that any diversion of the towpath for extended periods would likely have a highly	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
			negative impact on access along the Canal Corridor, especially as any diversion would likely not feature comparative level access. Towpath access is also necessary to assist boat passage in some instances. For this reason, clearances of less than 2.7m (for a temporary bridge) would be preferable in most cases to the imposition of a towpath closure, subject to the use of appropriate safety signage. It is likely that any clearance for boat traffic (described below in CRT-13) may be sufficient for towpath traffic as well.		
CRT-13	Chesterfield Canal Crossing	A temporary access bridge during construction is proposed over the Chesterfield Canal. Adequate clearance will be provided to ensure that canal traffic will not be disrupted. An indicative design of a clear span bridge is shown in **Application Document 2.12 Typical Design Drawings.** Final bridge design is subject to on-going detailed design. Methods of installation and the impact of any loading from the temporary structure on the canal will be fully assessed to prevent any damage to the canal.	It is vital that any new temporary bridge is of adequate size to accommodate boat traffic below. The clearance should follow the clearance provided on the surrounding bridges. CRT request that details with regards to the method of installation and the impact of any loading from the structure on the canal should be provided so as to ensure that impacts of loading on the canal structure can be fully assessed and controlled. There is a risk that excessive loading could damage the canal structure, which could increase the future risk of leakages or canal breaches.	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
CRT-14	Stainforth and Keadby Canal	Existing crossings over the Stainforth and Keadby Canal will be used. A temporary access bridge during construction is no longer proposed.	CRT has no significant issue with the proposal to use existing crossings in this location. The CRT will wait to review the Application Documents and the finalised Protective Provisions before confirming their agreement to this.	30/09/2026	Under discussion
CRT-15	Vibrational impacts on the embankments near Stainforth and Keadby Canal	The impact of construction works to erect pylons and string conductors close to the Stainforth and Keadby Canal are considered to be negligible due to their location and distance from canal banks. Construction effects will be managed through **Application Document 7.2 Outline Code of Construction Practice** (OCoCP) and **Application Document 7.3 Register of Environmental Actions and Commitments.** The proposed pylons closest to the Stainforth and Keadby Canal are 4AF123 and 4AF124. A stringing position is proposed at 4AF124 the boundary of which is set back from the canal by approximately 40 m. No construction compounds are proposed adjacent to the canal with the closest compound being located approximately 1 km to the north of the canal.	Piling works may be necessary for any new pylon support structures. Appropriate details should be provided to ensure that piling works will not result in vibrational impacts on the embankments near Stainforth and Keadby Canal. The PEIR Documentation highlights that construction compounds and a 'stringing' position are proposed to be sited alongside the Stainforth and Keadby Canal, which has the potential to impact the embankment in this location as well.	30/09/2026	Under discussion

ID	Matter	Agreed Position (working towards)	CRT's Position (including actions to be Taken by National Grid)	Date (last discussed / date agreed)	Status
CRT-16	Impact on moorings	The closest visitor moorings on the Chesterfield Canal at Wooden Beck are outside of the draft Order Limits and the OHL does therefore not cross the moorings. Construction of the OHL will not require closure of the Wooden Beck visitor moorings.	On the Chesterfield canal, Wooden Beck visitor moorings lie in close proximity to the proposed location of the cable crossing and construction access crossing. Temporary or permanent closure of these during development could impact upon the local visitor economy. CRT request that any final location of the cable should seek to avoid any impact on these moorings through this area. The CRT will wait to review the Application Documents before they confirm their agreement.	30/09/2026	Under discussion

5. Matters Not Agreed

5.1 Overview

5.1.1 This section details the matters relevant to CRT which have not been agreed between the parties.

[TABLE TO BE INSERTED AT EXAMINATION TO INCLUDE MATTERS NOT AGREED. THERE ARE NO MATTERS NOT AGREED AT THIS STAGE]

6. Confirmation of Agreement

The above SoCG is agreed between National Grid and CRT on the date specified below.

Signed for and on behalf of National Grid:

……

Date:

……

Signed for and on behalf of CRT:

……

Date:

……

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