The Great Grid Upgrade

North Humber to High Marnham

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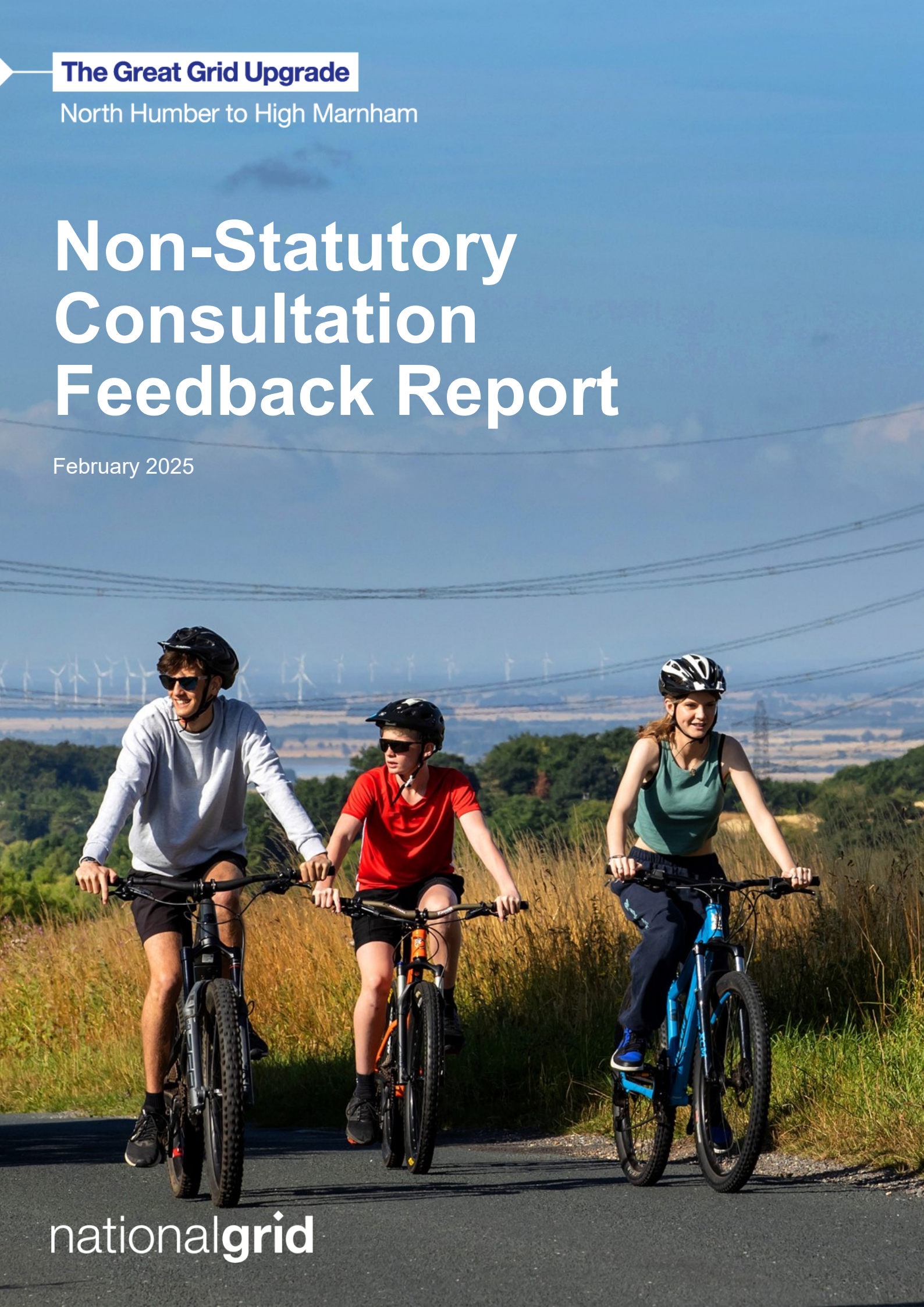
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The Great Grid Upgrade

North Humber to High Marnham

Non-Statutory Consultation Feedback Report

February 2025



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North Humber to High Marnham
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Executive summary

National Grid Electricity Transmission (NGET) referred to as National Grid within this report, is developing proposals to reinforce the transmission network between the new Birkhill Wood Substation, close to the existing Creyke Beck Substation in Yorkshire, and a new substation adjacent to the existing High Marham Substation in Nottinghamshire. This would be achieved by reinforcing the transmission network with a new 400 kilovolt (kV) electricity transmission line over approximately 90 kilometres (km). It is National Grid that is developing plans for North Humber to High Marnham Project (referred to as the 'Project' in this report). The Project would support the UK's net zero target through the connection of new low carbon energy generation and by reinforcing the local transmission network.

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

In Summer 2023, a non-statutory public consultation was held for a period of eight weeks, between 1 June 2023 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.

In Summer 2024, an additional localised non-statutory public consultation was held for a period of four weeks, between 9 July 2024 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'.

The feedback received during the 2023 and 2024 non-statutory consultations has been carefully reviewed and considered, alongside the findings of environmental and engineering studies. We have also reviewed previous work.

This report explains the consultation process, provides an analysis of the feedback, and demonstrates how National Grid has had regard to the feedback, either by considering and responding to comments and queries, or by incorporating changes into the Project design itself.

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

National Grid is holding a public statutory consultation to present and invite feedback on the preferred alignment. This is running between 18 February 2025 and 15 April 2025, to provide the opportunity for the public and other stakeholders to see how the Project has evolved since the previous non-statutory consultations, and to review and comment on how the proposals were developed.

Following review of feedback from the non-statutory consultation a change has been made outside of the emerging preferred corridor as a result of feedback received. The preferred alignment routes outside of the emerging preferred corridor, in Route Section 2 for three proposed pylon locations at Brantingham Dale, to the north west of Dale Road. This is to

facilitate a line swap-over which requires a temporary diversion of the existing 4ZQ overhead line where the two lines descend the scarp slope from the Wolds. Despite the resultant removal of a strip of plantation woodland at Bilks Hill it is considered that this close parallel alignment would help reduce the scale of landscape impacts in this sensitive section of the Yorkshire Wolds Important Landscape Area. This line swap-over also enables the preferred alignment to be routed to the south of Ellerker and avoids the need for overhead lines both north and south of the village in accordance with feedback received during non-statutory consultation.

A change has also been made following the 2024 localised non-statutory consultation in Route Section 10, which extends the preferred alignment to the east of the emerging preferred corridor as presented during the 2023 non-statutory consultation, though stays within the eastern corridor and graduated swathe consulted on in 2024. Requests made within the graduated swathe have informed the development of the preferred alignment.

Notwithstanding this, changes outside of the emerging preferred corridor have been made as a result of further technical and environmental assessment and design work. Changes to the proposals presented during the 2023 non-statutory consultation and the 2024 localised non-statutory consultation as referenced within this report are reflected in the preferred alignment which is described fully in the Design Development Report published as part of the 2025 statutory consultation.

The feedback from the non-statutory and statutory consultations (as applicable) will be used to inform the final design that will be put forward in the application for development consent. National Grid expects to submit an application for consent for the Project in 2026.

A consultation report will be produced following the 2025 statutory consultation and submitted with the future DCO application.

1. Introduction

1.1 Background to the Project

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

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

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

1.1.4 The UK Government has set targets of 50GW of offshore wind generation by 2030[1] and up to 140GW by 2050[2]. There is particular growth forecast in offshore wind capacity in Scotland and the north-east of England, as well as interconnectors to and from European power grids. This will put pressure on the existing network such that reinforcement of the network in the Yorkshire and Humber and Lincolnshire areas has been identified as necessary to ensure optimal operation of the transmission system and reliable economic long-term supply.

1.1.5 National Grid is proposing to build a new high voltage electricity transmission line and associated works between a new substation north of Hull at Creyke Beck in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire.

1.1.6 The North Humber to High Marnham reinforcement project (hereafter referred to as the 'Project') will increase the capability of the network to carry clean green energy from the north of England to the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries. The Project, together with other reinforcements along the East Coast, will help meet future energy requirements.

1.1.7 This Project is part of The Great Grid Upgrade, which is the largest overhaul of the electricity grid in generations. These infrastructure projects across England and Wales will help to connect more renewable energy to homes and businesses. The upgrades will ensure the UK electricity network is fit for the future; carrying more clean, secure energy from where it's generated to where it's needed.

1.1.8 If progressed the project would be classified as a Nationally Significant Infrastructure Project (NSIP) and National Grid would need to obtain 'development consent' under statutory procedures set by Government. NSIPs are projects of certain types, over a certain size, which are considered by the Government to be of national importance,

[1] UK Government, (2022), British Energy Security Strategy. Available at https://www.gov.uk/government/publications/british-energy-security-strategy/british-energy-security-strategy

2 Committee on Climate Change, (2020), The Sixth Carbon Budget. Available at https://www.theccc.org.uk/wpcontent/uploads/2020/12/The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf .

hence permission to build them needs to be given at a national level, by the relevant Secretary of State (SoS) (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a different permission called a Development Consent Order (DCO).

1.1.9 As a NSIP, National Grid would need to submit an application for development consent for the Project to the Planning Inspectorate. If accepted, the examining authority would be appointed (consisting of one or more examining inspectors) who, after a period of public examination, would make their recommendation to the SoS for Energy Security and Net Zero, who in turn would decide on whether development consent should be granted for the Project. The timescale between acceptance of the submission and a decision is approximately 18 months.

1.2 Development of Proposals

1.2.1 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.

1.2.2 The aim of this staged approach is to balance consideration of these factors and identify an emerging preferred corridor within which the overhead line, underground cables and upgrade works to existing transmission and distribution infrastructure could be routed.

1.2.3 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]; and
- **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.

1.2.4 The CPRSS identifies four main corridor options for the proposed infrastructure and concludes with the identification of an emerging preferred corridor. A non-statutory consultation took place on the CPRSS emerging preferred corridor between 1 June 2023 and 27 July 2023 (hereafter referred to as 'stage one non-statutory consultation' in the remainder of this report). Further information on the emerging preferred corridor and stage one non-statutory consultation can be found in **Part A** of this report.

1.2.5 Following the close of the stage one non-statutory consultation, all feedback was reviewed and a backcheck and review of previous work was undertaken. This informed

[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

the decision to undertake an exercise to identify and consider an eastern corridor option for the section of the Project route between South Wheatley and High Marnham.

1.2.6 The identification and assessment of the eastern corridor is set out in the Project's Supplementary Corridor and Routeing Report (SCRR)[5] published in July 2024. The SCRR is presented as a supplement to the CPRSS 2023 and was published to support and inform localised non-statutory consultation on the eastern corridor. **Part B** of this report presents the localised non-statutory consultation that took place on an alternative corridor option between South Wheatley and High Marnham between 9 July 2024 and 6 August 2024 (hereafter referred to as 'localised non-statutory consultation' in the remainder of this report).

1.2.7 The Project would need to connect to two new substations – one at Creyke Beck, Cottingham, (known as Birkhill Wood Substation) in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire (part of a project called 'Brinsworth to High Marnham'). The new substations did not form part of our proposals for the Project during our stage one non-statutory consultation and as such are not addressed in this Non-Statutory Consultation Feedback Report. We have made the decision to include both substations within the statutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network.

1.2.8 Further information on the Project can be found on the Project website, where all Project consultation documents can be downloaded and viewed(https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/north-humber-to-high-marnham/have-your-say). This includes (but is not limited to) the following documents:

Documents published at Stage One non-statutory Consultation 2023:

- The Project Background Document[6] – This document was prepared to support the stage one non-statutory consultation and provides an overview of the Project.
- The Project's Strategic Options Report (SOR)[7] – This document was presented at the stage one non-statutory consultation and provides an overview of the options that National Grid identified and subsequently evaluated for the connection of the Project and the Grimsby to Walpole project.
- The Project's Corridor Preliminary Routeing and Siting Study (CPRSS)[8] – This document was prepared to support the stage one non-statutory consultation and explains the process and work undertaken to date to identify an emerging preferred corridor within which the proposed infrastructure may be located.

[5] National Grid, (2024), North Humber to High Marnham, Supplementary Corridor and Routeing Report. Available at https://www.nationalgrid.com/electricity-transmission/document/155976/download (SCRR)

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

[7] 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

[8] 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)

Additional documents published at localised non-statutory consultation 2024:

- Addendum to the Project Background Document: to provide an overview of the Project.
- Supplementary Corridor and Routeing Study (SCRR)[9]: a detailed report on how the eastern corridor was identified and the graduated swathe has been developed, between South Wheatley and High Marnham, explaining also the reasons for identifying and consulting upon the eastern corridor.

1.3 Purpose of this Report

1.3.1 This Non-Statutory Consultation Feedback Report has been prepared by National Grid to summarise the responses received during the non-statutory consultation stages, and to demonstrate how National Grid has had regard to that feedback. Part A of this report presents the stage one non-statutory consultation that took place on proposals for the Project between 1 June 2023 and 27 July 2023. Part B of this report presents the localised non-statutory consultation that took place on an alternative corridor option between South Wheatley and High Marnham between 9 July 2024 and 6 August 2024.

1.3.2 For each round of consultation, the report sets out how the consultation was undertaken, summarises the feedback received and provides an explanation of how the feedback has been taken into account in the Project design. Where feedback has not influenced the proposals, an explanation of why this decision has been made is provided.

1.3.3 This report will inform and be appended to the Consultation Report that will accompany the Development Consent Order (DCO) application for the Project, currently proposed to be submitted in 2026.

1.4 Structure of this Report

1.4.1 This report is structured as follows:

- **Chapter 1: Introduction** - This chapter provides background to the proposed Project and summarises the proposals as well as information about the purpose of the report;
- **Chapter 2: Our Approach to Public Consultation** - This chapter provides an overview of National Grid's approach to public consultation;

Part A – Stage One Consultation

- **Chapter 3: Approach to Stage One Non-Statutory Consultation** – provides a summary of National Grid's approach to stage one non-statutory consultation for the Project, including a description of the purpose of the consultation, the consultation strategy and timescales;
- **Chapter 4: Consultation Methods** – provides a summary of the stage one non-statutory consultation, what was consulted on, how the consultation was promoted,

[9] National Grid, (2024), North Humber to High Marnham, Supplementary Corridor and Routeing Report. Available at https://www.nationalgrid.com/electricity-transmission/document/155976/download (SCRR)

how feedback was collected and a summary of the engagement that supported the stage one non-statutory consultation;

- **Chapter 5: Feedback Analysis** – provides a summary of the various feedback channels, the number and type of responses and the approach to data analysis and coding;
- **Chapter 6: Feedback Form – Responses to Closed Questions -** presents the responses to closed questions asked as part of the feedback form;
- **Chapter 7: Summary of Open Questions -** Presents the open questions that were asked as part of the feedback form;
- **Chapter 8: Route section specific feedback and National Grid's response -** Summarises feedback received in relation to each route section of the Project and National Grid's response to the feedback. A breakdown of the Project route sections can be found on page 37 of the Project Background Document[10].
- **Chapter 9: Project-wide feedback and National Grid's response -** Summarises feedback received that related to the entire Project, rather than a specific route section of the Project and National Grid's response to the feedback;

Part B – Localised non-statutory consultation

- **Chapter 10: Approach to localised non-statutory consultation** - provides a summary of National Grid's approach to the localised non-statutory consultation for the Project, including a description of the purpose of the consultation, the consultation strategy and timescales;
- **Chapter 11: Consultation Methods** – provides a summary of the localised non-statutory consultation, what was consulted on, how the consultation was promoted, how feedback was collected and a summary of the engagement that supported the consultation;
- **Chapter 12: Feedback Analysis** – provides a summary of the feedback channels, the number and type of responses and the approach to data analysis and coding;
- **Chapter 13: Feedback Form – Responses to Closed Questions -** presents the responses to closed questions asked as part of the feedback form;
- **Chapter 14: Summary of Open Questions -** Presents the open questions that were asked as part of the feedback form;
- **Chapter 15: Localised non-statutory consultation feedback and National Grid's response -** Summarises feedback received in relation to the alternative route being consulted on at the localised non-statutory consultation.
- **Chapter 16: Project-wide feedback and National Grid's response -** Summarises feedback received to the localised non-statutory consultation that related to the entire Project, or areas outside of the scope of the localised non-statutory consultation and National Grid's response to the feedback;

Conclusion

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

- **Chapter 17: Conclusion** – presents the changes made to the Project following the two rounds of non-statutory consultation and outlines the next steps in the DCO process.
- **Chapter 18: Next steps –** presents a summary of the next steps of the Project through the consenting regime.

2. Consultation Process

2.1 Our Approach to Public Consultation

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

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

2.1.3 The stage one non-statutory consultation took place between 1 June 2023 and 27 July 2023. Following the close of the stage one non-statutory consultation, all feedback was reviewed and a backcheck and review of previous work was undertaken. This backcheck informed the decision to undertake an exercise to identify and consider a potential alternative corridor option between South Wheatley and High Marnham. This potential corridor is referred to as the 'eastern' corridor.

2.1.4 National Grid undertook a localised non-statutory consultation on the eastern corridor between 9 July 2024 and 6 August 2024.

2.1.5 As required under the Planning Act 2008, a statutory consultation is taking place between February and April 2025. Feedback received from the stage one non-statutory consultation and the localised non-statutory consultation has been considered alongside further assessment and survey work to reach a decision on the overall preferred corridor and route presented in statutory consultation.

2.1.6 National Grid is committed to engaging those communities affected by its proposals in effective and meaningful consultation as reflected in its 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:

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

- *we will seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by our works*;
- *we will provide opportunities for engagement from the early stages of the process, where options and alternatives are being considered and there is the greatest scope to influence the design of the works;*

[11] National Grid, (2016), Stakeholder, Community and Amenity Policy. Available at https://www.nationalgrid.com/electricity-transmission/document/81026/download

- *we will endeavour to enable constructive debate to take place, creating open and two-way communication processes;*
- *we will ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. We will be clear about any aspects of the works that cannot be altered;*
- *we will utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works; and*
- *we will provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity."*

Part A: Stage one non-statutory consultation

nationalgrid

3. Approach to Stage One Non-Statutory Consultation

3.1 Introduction

3.1.1 This section sets out the purpose of and approach to National Grid's stage one non-statutory consultation for the Project from 1 June 2023 to 27 June 2023.

3.1.2 This section includes:

- an explanation of the purpose of the stage one non-statutory consultation and its desired outcomes;
- an overview of the consultation strategy; and
- an overview of the consultation timescales.

3.2 Purpose of Consultation

3.2.1 The purpose of the stage one non-statutory consultation was to introduce the Project to communities and ensure that all stakeholders can provide feedback on our proposals from an early stage to inform development of the Project. The stage one non-statutory consultation also sought to explain why additional capacity is needed on this part of the network, outline the process that National Grid has been through so far to identify the preferred strategic option and present our emerging preferred route corridor and graduated swathe, and to gather public feedback. A range of both online and in-person consultation events were held and promoted to provide opportunities to feedback on the proposals at an early stage of the Project development.

3.2.2 The stage one 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 emerging preferred corridor, taking into account the information available to it at that time. The route of the corridor was split into sections to make it relevant to those communities and identifiable by district council areas, making it easier to find information and to feedback on areas of most interest to those communities.

3.2.3 As set out in the Non-Statutory Consultation Strategy (June 2023) (Appendix A), the aims of the stage one non-statutory consultation were to:

- 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;

- 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.

3.2.4 At the stage one non-statutory consultation the key project components being consulted upon 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;
- the graduated swathe – feedback was sought on the work to date to identify a graduated swather within which the proposed new line could be located.

3.2.5 The consultation materials explained that the new overhead line would be routed from a new substation located in the vicinity of the existing Creyke Beck substation, north of Hull, to a new substation located at High Marnham in Nottinghamshire. A substation zone was presented at each end of the emerging preferred corridor. The consultation newsletter explained that as the new substations are needed to be in place before the Project, they were being developed separately and would be subject to separate public consultations[12].

3.3 Consultation Strategy

3.3.1 The Non-Statutory Consultation Strategy (June 2023) set out how National Grid planned to carry out the stage one non-statutory consultation. This document can be found at Appendix A of this report.

3.3.2 In July 2022, National Grid consulted with planning officers from each of the four host authorities on its proposed consultation strategy. The four authorities are:

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

3.3.3 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 at Appendix B of this report.

[12] While the new substations did not form part of our proposals for North Humber to High Marnham during non-statutory consultation, we have made the decision to include both substations within the stage 2 (statutory) consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. The inclusion of the substations within the Project does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.

Consultation Zone

3.3.4 A consultation zone was defined to ensure all stakeholders directly within the vicinity of the Project were engaged. The consultation zone consisted of two distinct zones, outlined below and shown in Figure 3.1.

3.3.5 The ‘Primary Consultation Zone’ (hereafter referred to as ‘PCZ’ in the remainder of this report) included communities and stakeholders whose properties lie within 1km of the edge of the emerging preferred route corridor. Where appropriate, the PCZ was extended to include whole streets rather than the 1km boundary dissecting streets, hamlets or neighbourhoods.

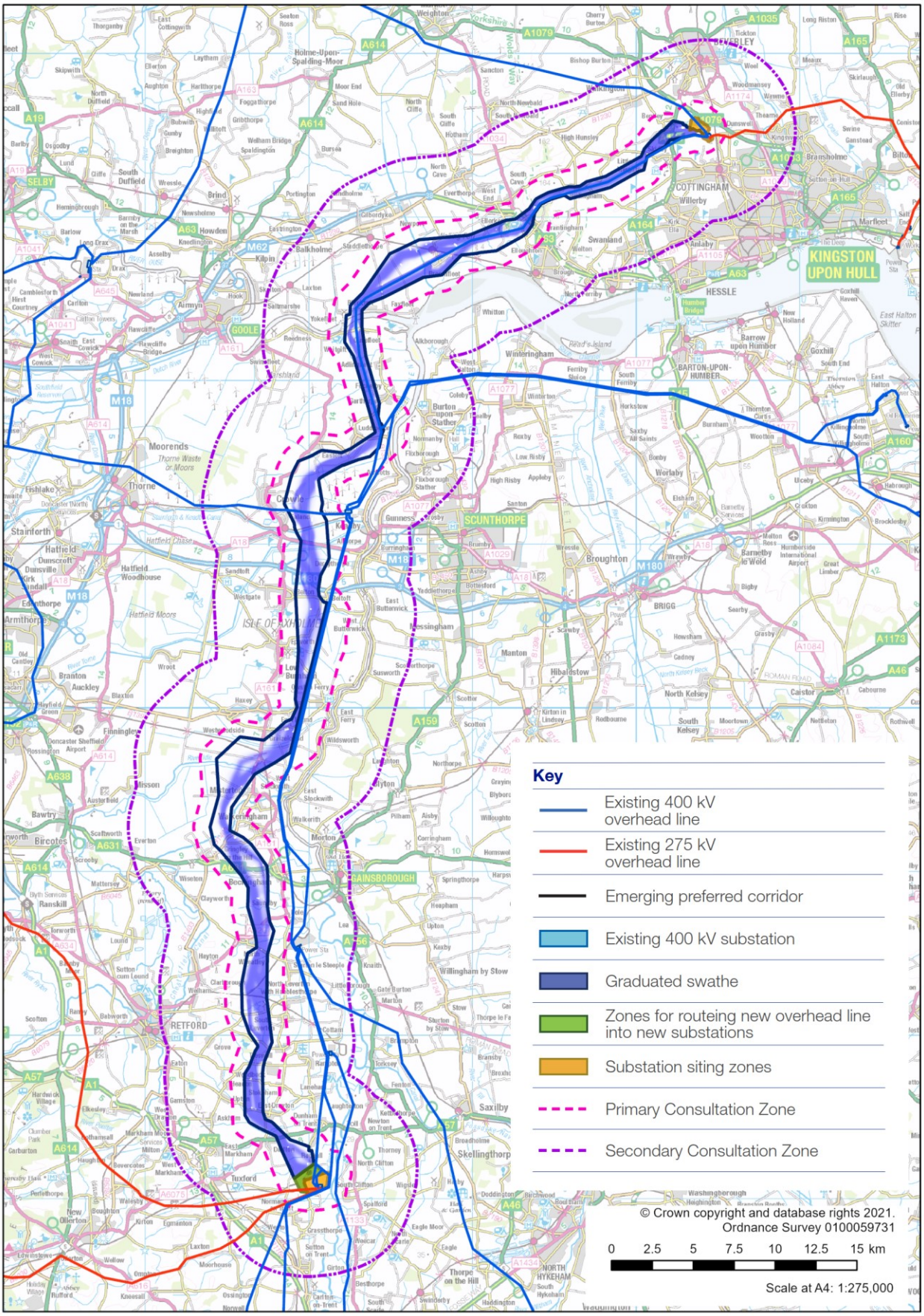
3.3.6 The PCZ included stakeholders who may be directly affected by the proposals. National Grid aimed to ensure these consultees were kept fully informed about the Project and sought to actively engage them.

3.3.7 The Secondary Consultation Zone (hereafter referred to as ‘SCZ’ in the remainder of this report) extended 5km from the edge of the emerging preferred route corridor.

3.3.8 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.

3.3.9 National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broad dissemination of information (see Section 4.2).

Figure 3-1: Stage one non-statutory consultation zones



Audiences

3.3.10 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 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009[13].

3.3.11 In addition to those identified within the consultation zone for the Project and landowners, a full list of the parties contacted by National Grid in regard to the stage one consultation can be found at Appendix C of this document.

3.4 Timescales

3.4.1 The stage one non-statutory consultation period ran for eight weeks, from Thursday 1 June 2023 to 11:59pm on Thursday 27 July 2023.

3.4.2 National Grid has also considered, where reasonably able to do so, any late responses to the stage one non-statutory consultation. Eleven consultation responses were received after the close of consultation, with the latest dated 19 September 2023. No further responses or feedback relating to the emerging preferred corridor presented at the stage one non-statutory consultation was received after this date and in advance of localised non-statutory consultation.

[13] The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Available at: https://www.legislation.gov.uk/uksi/2009/2264/contents/made

4. Consultation Methods

4.1 Introduction

4.1.1 This section of this report outlines the methods used to consult during the stage one non-statutory consultation, including the consultation materials produced, communication and feedback channels utilised and consultation events National Grid carried out. The section also provides a description of the methods undertaken to promote the Project and the stage one non-statutory consultation. Finally, a summary of the engagement undertaken with stakeholder groups prior to the start of the stage one non-statutory consultation period is provided.

4.2 Consultation Methods

Consultation Materials

4.2.1 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.

4.2.2 All of these consultation materials were made available to view and download at all times, on the Project's consultation website[14]. In addition to this, paper copies of the newsletter and feedback form were made available to take away at all the public information points along the preferred corridor listed in Table 4.1, with hard copies of the Project Background Document, CPRSS and SOR also made available for inspection at the public information events. These materials were also available in hard copy at stage one non-statutory consultation events.

4.2.3 National Grid also offered a service which allowed consultees to request hard copy materials be provided, and posted out to them, should they be unable to access materials through the methods outlined above. Consultees were able to request hard copies materials via email, freepost or by phone Monday to Friday between 9am and 5:30pm with an answerphone facility taking messages outside these hours. 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.

4.2.4 The consultation materials are outlined in-turn below:

- **Project Background Document 2023** – This document aimed to provide an overview of the Project to consultees, available at https://www.nationalgrid.com/electricity-transmission/document/148931/download
- **Corridor Preliminary Routeing and Siting Report (CPRSS) 2023** – This was a detailed report on how the emerging corridor was identified, and how the graduated swathe had been developed, available at https://www.nationalgrid.com/electricity-transmission/document/148821/download

[14] www.nationalgrid.com/nh-hm (Project website)

- **Strategic Options Report (SOR) 2023** – This was a detailed report on the options considered for the delivery of reinforcements on the East Coast, including the Project and wider reinforcements along the Lincolnshire Coast, available at https://www.nationalgrid.com/electricity-transmission/document/149041/download
- **Stage one non-statutory consultation feedback form** – A PDF version of the Project feedback form, available to download and print at home to be filled out, available in Appendix F and at https://www.nationalgrid.com/electricity-transmission/document/148806/download.
- **Consultation newsletter** – This newsletter provided a high-level description of proposals and detailed the Project consultation events. It was sent to consultees inside the PCZ at the start of the stage one non-statutory consultation period and is available in Appendix D and at https://www.nationalgrid.com/electricity-transmission/document/148801/download
- **Consultation event banners** – These banners were on display at the in-person consultation events and are available at https://www.nationalgrid.com/electricity-transmission/document/148811/download
- **Non-statutory consultation strategy 2023** – This document outlined the approach to carrying out the stage one consultation and is available in Appendix A and at https://www.nationalgrid.com/electricity-transmission/document/148911/download
- **Non-statutory consultation plans** – The maps and plans for the Project were available to view and download on the website and are available at https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/north-humber-to-high-marnham/have-your-say#tab-2
- **Interactive map** – National Grid created an interactive map as part of the consultation materials. The map detailed National Grid's proposals for the Project. The map aimed to make it easier for consultees to identify the areas most relevant to them and to provide feedback as required. The interactive map is available at: https://northhumber-highmarnham.participatr.io/index.php?contentid=24

4.2.5 During stage one non-statutory consultation and following publication of the feedback form an error on question 3p was identified. The question read **'Do you have a preference for the new line to be located east or west of the existing line?**' The question should have read '**Do you have a preference for the new line to route within the east or west of the graduated swathe?**' When respondents queried question 3p during the stage one non-statutory consultation, National Grid responded, apologised and clarified this point during the consultation period. Questions 3p and 3q on the feedback form both provided free form response boxes for respondents to detail their answers and comment on the graduated swathe and consultation corridor. Despite the error on the feedback form it is considered the free form response boxes provided sufficient opportunity for feedback to be provided on this route section. It is not considered that this would have affected the development of our proposals presented at statutory consultation in any way.

Communication Channels

4.2.6 To ensure the consultation was inclusive and open to all, a range of communication channels were utilised to allow consultees to access the Project information and provide

feedback. It also allowed consultees to ask questions directly to members of the Project team.

4.2.7 These channels are outlined in turn below.

Project website

4.2.8 At the start of stage one non-statutory consultation, National Grid updated Project website (www.nationalgrid.com/nh-hm) with all the consultation information released into the public domain, including an interactive map to show more detail of the proposals.

4.2.9 The website also contained dates and times of public information events and online consultation webinars and provided a platform for people to submit their comments via an online version of the feedback form.

4.2.10 The website also facilitated engagement through the inclusion of maps, diagrams, information pages, project communication channels and timelines. The aim was to help people get an understanding of the proposals while driving them to engage interactively.

4.2.11 The website was accessible at all times during the consultation period and provided consultees with the information needed to learn more about the Project, whilst providing an opportunity to provide meaningful feedback and raise questions.

4.2.12 Following the closure of the stage one consultation, the website remains live to provide a library of documents and a hub for Project updates. During the stage one non-statutory consultation there were 16,414 sessions with 22,632 views of the Project website.

Consultation newsletter

4.2.13 Prior to the start of consultation, National Grid sent the consultation newsletter (Appendix D) to the 11,919 properties within the PCZ. The newsletter was also made available to view and download on the Project website https://www.nationalgrid.com/electricity-transmission/document/148801/download and hard copies were available at public information events and public information points.

4.2.14 The newsletter provided consultees with:

- an introduction to the Project;
- an overview of the proposals being consulted upon;
- details of the stage one non-statutory consultation, its purpose and how to get involved in the engagement activities,
- details of the face-to-face local information events, and online engagement webinars;
- details on the local information points and the consultation documents held in these locations;
- details on how consultees could find out more information on the Project and the engagement activities including how consultees could request or pick up printed materials;
- information on how to contact the Project team and ask questions;
- Information on how consultees could respond and provide feedback;

- a map of the Project illustrating the emerging preferred corridor and the graduated swathe, existing overhead lines, existing substations and the substation siting zones, and
- details on the next steps following the stage one consultation.

Public information points

4.2.15 Paper copies of the newsletter and feedback form were made available to take away and hard copies of the Project Background Document, CPRSS and SOR 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 as follows:

Table 4.1 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

4.2.16 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.

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

Methods of engagement

4.2.18 National Grid undertook a mix of face-to-face public events and online webinars to provide stakeholders with a range of opportunities to find out more about the proposals and to provide feedback. Further detail is set out under the subheadings below.

Public information events – In-person

4.2.19 Nine in-person public information events were organised to take place during the stage one non-statutory consultation. These events were organised to be accessible to as many stakeholders as possible and held at suitable community hubs along the proposed route.

4.2.20 The events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives.

4.2.21 The in-person information events were held at suitable, accessible venues (within or near the PCZ) and people were encouraged to attend and provide feedback on the information presented. The table below lists these events:

Table 4.2 In-person information events held during the stage one non-statutory consultation

Date and time	Venue	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
		Total 630

4.2.22 These were advertised and promoted through a range of methods outlined in Section 3.3.

4.2.23 The stage one non-statutory consultation event banners were displayed at all of the in-person information events.

4.2.24 In addition to this, information provided at the public information events included:

- Copies of the newsletter to take away;
- Copies of the Project Background Document to take away;
- Copies of the Strategic Options Report to read; and
- Copies of the Corridor Preliminary Routeing and Siting Report to read.

4.2.25 Feedback forms were also available at events for attendees to record their comments. These could be completed at the event, or taken home and posted to National Grid via the freepost address.

4.2.26 National Grid representatives from relevant technical disciplines were also available to explain the Project and answer questions from members of the local community attending events.

Online webinars

4.2.27 Eight webinar sessions were also organised to take place during the stage one non-statutory consultation.

4.2.28 The 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.

4.2.29 The sessions included a presentation from the Project team, and some time afterwards for questions and answers. Different webinars were arranged to focus on specific geographical areas, allowing the webinars to go into adequate detail without being too long in duration. The table below lists the webinar events that took place during the stage one non-statutory consultation:

Table 4.3 Webinars undertaken during the stage one non-statutory consultation

Webinar session	Date	Time	Attendees
Introduction to North Humber to High Marnham Project proposals – general overview	Monday 5 June 2023	2pm	11
Our proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse crossing)	Thursday 8 June 2023	10am	7
Our proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse crossing)	Thursday 15 June 2023	7pm	10
Our proposals in Sections 4 (River Ouse crossing), 5 (River Ouse crossing to Luddington), 6 (Luddington to M180 motorway) and 7 (M180 motorway to Graizelound)	Monday 10 July 2023	2pm	3
Our proposals in Sections 4 (River Ouse crossing), 5 (River Ouse crossing to Luddington), 6 (Luddington to M180 motorway) and 7 (M180 motorway to Graizelound)	Thursday 13 July 2023	2pm	6
Our proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	Saturday 15 July 2023	10am	5
Our proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	Tuesday 18 July 2023	7pm	5
Introduction to North Humber to High Marnham Project proposals – general overview	Wednesday 19 July 2023	2pm	3
			Total 50

4.2.30 This list of webinars, along with details of how to sign up to them, was publicised in the newsletter, Project Background Document, website, social media, and press release.

4.2.31 A recording of the general overview webinar was made available on the Project website for playback by those who could not attend the webinar sessions.

4.3 Consultation Promotion

4.3.1 This section outlines the activities undertaken to raise awareness of the Project and to promote the stage one non-statutory consultation.

Consultation newsletter

4.3.2 The Consultation newsletter (Appendix D**)** was distributed to all properties within the PCZ. This included 11,919 properties. The newsletter was also issued to all stakeholders who received a consultation launch email.

4.3.3 As previously outlined, this document provided a summary of information about the Project, details about the consultation, including how to get involved and where more information could be found.

Newspaper advertisements

4.3.4 Two rounds of newspaper advertisements were undertaken between 1 and 29 June 2023.

4.3.5 These newspaper adverts were placed in a number of local newspapers, providing wider publicity of the stage one non-statutory consultation. The schedule of these newspaper adverts are set out in the table below and included in Appendix F:

Table 4.4 Advertisements placed in local newspaper publications during the stage one non-statutory consultation period

Print advertisement	Dates
Lincolnshire Echo	1 June, 29 June 2023
Grimsby Telegraph	1 June, 29 June 2023
Hull Daily Mail	1 June, 29 June 2023
Nottingham Post	1 June, 29 June 2023
Yorkshire Post	16 June 2023

4.3.6 A series of digital adverts were also active from 1 to 18 June 2023.

4.3.7 These digital adverts were placed in a number of appropriate local publication websites, providing wider publicity of the stage one non-statutory consultation. The schedule of these digital adverts are set out in the table below:

Table 4.5 Digital advertisements active during the stage one non-statutory consultation period

Digital advertisement	Dates
Lincolnshire Live	1 June, 18 June 2023
Grimsby Live	1 June, 18 June 2023
Hull Daily Mail	1 June, 18 June 2023
Nottinghamshire Live	1 June, 29 June 2023
Yorkshire Post	18 June 2023

Social media

4.3.8 A social media advertising campaign was also undertaken on Facebook, with two separate campaigns undertaken between 1 June and 27 July 2023 (see Appendix F). Key statistics from these campaigns are shown in the table below.

4.3.9 These campaigns were designed to extend outreach beyond the consultation zone and make a wider range of communities and stakeholders aware of the consultation and how to take part, as well as to advertise the consultation events.

Table 4.6 Key statistics from Facebook social media campaign

Campaign	Impressions	Link clicks	Post engagement	Reactions	Comments	Shares
Postcode Ad 1	253,578	1,627	1,790	64	71	14
Postcode Ad 2	126,272	614	642	2	24	1
Postcode Ad 3	109,195	539	570	18	8	4
Postcode Ad 4	231,301	1,162	1,215	25	18	6
Postcode Ad 5	272,778	1,328	1,417	61	24	4
Postcode Ad 6	249,609	1,497	1,647	83	40	19
Event Ad 1	91,113	525	553	18	2	5
Event Ad 2	134,209	667	712	29	8	4
Event Ad 3	110,579	517	548	17	6	5
Event Ad 4	70,271	197	213	11	2	3
Event Ad 5	127,913	468	490	20	1	1
Event Ad 6	145,769	694	724	20	5	3

4.3.10 In addition to the social media campaign, National Grid asked relevant local authorities and other identified groups to use their own social media to advertise the consultation.

4.4 Methods of collecting feedback

4.4.1 The primary method of responding to the consultation was the stage one non-statutory consultation feedback form (hereafter referred to as the 'feedback form' in the remainder of this report). The feedback form, which can be viewed at Appendix E of this document, invited consultees to provide feedback on the following topics:

- **The Project's identified strategic option.** Consultees were asked for their views on the process by which the preferred strategic option had been identified. This was outlined in the Strategic Options Report.
- **The Project's emerging preferred corridor and graduated swathe**. Due to the length of the preferred corridor, this was split into separate sections, clearly identified in the consultation materials. Consultees were invited to provide their views on these sections, and to outline their preference for the corridor and graduated swathe.
- **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.
- **Further considerations.** Consultees were asked if they had any feedback for National Grid to consider as the Project continued to undertake assessments and refine proposals. Consultees were also asked to identify any ways in which they would like to see local communities benefit from hosting new electricity transmission infrastructure.
- **The consultation itself.** Consultees were asked for their views on the stage one non-statutory consultation itself. This included questions about the quality of (printed and online) consultation materials, the face-to-face consultation events, promotion of the Project etc.
- **Net zero.** National Grid asked consultees to provide their views on net zero.
- **Equality and Diversity.** There were a series of questions for inclusion and diversity purposes.

Methods of providing feedback

4.4.2 In order to 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** – An electronic version of the feedback form was available on the Project website, here: www.nationalgrid.com/nh-hm. This could either be completed and submitted online or downloaded from the website and posted to the Freepost address.
- **Hard copy feedback forms** (Appendix E) – Hard copies of the response forms described above were provided at consultation events and upon request. They were also available as a PDF on the Project website, to be printed at home if preferred. They could be returned via Freepost address.

- **Email** – An email address (contact@nh-hm.nationalgrid.com) was provided on the website. Emails sent to this address were reviewed and where they clearly constituted consultation responses were included within the feedback.
- **Letter by post** – Hard copy responses could be submitted in writing to the freepost address at 'Freepost NH to HM'.

4.4.3 A dedicated freephone telephone information line (0800 051 4430) was set up for people for people to call if they had any queries, or wanted to arrange a call back from a member of the Project team to discuss a specific topic. Lines were open Monday to Friday 9.00am – 5.30pm, and an answerphone facility was available to take messages outside of these hours.

4.5 Engagement activities

4.5.1 This section provides a summary of the engagement activity National Grid undertook in the lead up to and launch of stage one non-statutory consultation.

Engagement with political stakeholders

4.5.2 Information was shared with and briefings offered to political stakeholders including relevant MPs, elected members of the four host local authorities and relevant Parish and Town Councils.

4.5.3 National Grid was conscious that there were local elections taking place in three of the four host local authorities (East Riding of Yorkshire Council, Bassetlaw District Council and North Lincolnshire Council). These local elections took place on Thursday 4 May 2023. As a result, the briefings were offered following the local elections and took place ahead of and during the consultation period. No MPs requested a briefing.

4.5.4 Table 4.7 provides an overview of the briefings that took place.

Table 4.7 – Political stakeholder briefings

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 Starther, Keady with Althorpe, Amcotts, Epworth Town Council)	7 June 2023
Parish Councils in Bassetlaw (attended by representatives from Askham, East Markham, South Leverton, Treswell)	8 June 2023

Engagement with land interests

4.5.5 At the launch of the consultation period, the Project's land agents contacted parties identified by Land Registry records as owning or leasing land within the emerging preferred corridor.

4.5.6 These parties were sent the letter at Appendix F accompanied by the Consultation newsletter via Royal Mail first class.

Engaging stakeholders at the launch of stage one non-statutory consultation

4.5.7 At the launch of stage one 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 C of this report.

4.5.8 These stakeholders were sent the relevant letter at Appendix E via email or via Royal Mail First Class where an email address was not available. The emails and letters were sent to arrive on or before the first day of the stage one non-statutory consultation period (Thursday 1 June 2023).

Accessibility, seldom heard and interest groups

4.5.9 National Grid recognised that some people and groups may not be comfortable with the digital methods used for the consultation.

4.5.10 National Grid sought to ensure that the Project's stage one non-statutory consultation was inclusive and provided the opportunity to engage equally with all stakeholders, irrespective of access to or familiarity with digital and/or typical consultation methods.

4.5.11 To ensure the consultation was accessible to all, National Grid:

- directly mailed the Project newsletter (Appendix D) to all stakeholders in the PCZ. The newsletter provided details of how to access paper copies of the consultation documents, and provide feedback by post.
- made important information available in both digital and non-digital formats. National Grid also offered to provide alternate formats for those who needed them.
- made paper copies of the information available at local information points, along with contact details for the Project team who could provide further assistance, and sent consultation packs to those who were unable to access the materials online.
- advertised the consultation through both traditional and social media methods.
- advertised the availability of telephone call-backs for stakeholders with further questions or who would like to discuss the Project further with the Project team.

Engaging 'seldom heard' groups

4.5.12 Seldom heard groups are defined as being inaccessible to most traditional and conventional methods of consultation for any reason. They can include the following:

- ethnic minority groups and people for whom English is a second language;
- the Traveller community;

- the elderly;
- people with visual and hearing impairments;
- people with limited mobility/disability;
- the 15-19 and 20-39 age groups;
- carers and families with young children;
- economically inactive individuals and;
- geographically isolated communities or individuals.

4.5.13 These people are less likely to participate in or respond to traditional consultation techniques in comparison to other consultees.

4.5.14 National Grid sought to identify organisations who represented hard-to-reach and local interest groups. In addition to this, part of National Grid's discussions with local authorities and other stakeholders focused on ways to identify any seldom heard individuals and groups.

4.5.15 A list of seldom heard community groups and other interest groups and organisations was identified and compiled. This list includes stakeholders such as community groups, youth groups, business groups, activity centres and ethnic minority groups.

4.5.16 This list can be found at Appendix C, as part of the overarching stage one non-statutory consultation stakeholder list.

Direct engagement with representative groups and organisations

4.5.17 At the start of the stage one non-statutory consultation, these identified seldom heard representative groups and individuals were sent a consultation launch letter via email or Royal Mail (where an email address was not available) as outlined in the previous section. This letter can be found at Appendix F of this report.

Consultation advertisements

4.5.18 Online events and webinars and their dates and times were advertised through a range of channels, including:

- printed materials;
- press releases;
- paid advertising and;
- social media advertising.

4.5.19 A detailed description of National Grid's approach to accessibility, seldom heard and interest group strategy can be found in the Project's Consultation Strategy (Appendix A).

5. Feedback Analysis

5.1 Introduction

5.1.1 This chapter provides an overview of how feedback on the Project was collected and summarises the feedback National Grid received to the stage one non-statutory consultation, including types of feedback received, and feedback received from different types of stakeholders.

5.1.2 Finally, the chapter summarises the Project's approach to coding, analysing and presenting feedback in this report.

5.2 Feedback channels / response mechanisms

5.2.1 As outlined in Section 3.4, in order to 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.

5.2.2 Comments received on social media or discussions about the Project at public exhibitions or briefings with consultees were not captured as formal consultation responses. Information on the channels through which consultation responses should be submitted was provided in consultation documents and on the Project website, as well as at briefings and public exhibitions.

5.2.3 Emails and letters which clearly constituted a consultation response (i.e. provided comments of the proposals) were classed as consultation feedback. Emails and letters which only asked for copies of documents or where certain information could be found were not classed as consultation feedback.

5.3 Overview of stage one non-statutory consultation feedback

5.3.1 All consultation feedback responses received during the stage one non-statutory consultation period and any late responses received after the close of the consultation period, have been coded and analysed using the same approach. The Project received a total of 585 consultation responses. Table 5.1 below outlines the format in which these responses were received.

Table 5.1 Format of responses received to the stage one non-statutory consultation

Format of response	Number of responses
Online completed feedback form	398
Hard copy completed feedback form (via email or freepost)	96
Emails and letters	91
Total	**585**

5.4 Data processing and analysis

Closed responses

5.4.1 Responses to the closed quantitative questions in the feedback form did not require coding. Instead, these responses have been analysed and displayed graphically throughout this report. The responses to all closed questions (except question 2, explained in further detail below) are displayed and analysed in Section 6 of this report.

5.4.2 Question 2 of the feedback form asked respondents to indicate the extent to which they agreed with the emerging preferred corridor that had been identified, for each section of the proposed route. The results of this question are displayed in 11 individual graphs, ahead of the appropriate table summarising open responses received relating to that route section and National Grid's response to the feedback. Further detail on the summary of open responses to the consultation is provided below.

Open responses

5.4.3 All qualitative open responses to the stage one non-statutory consultation have been coded and analysed together.

5.4.4 Sources of open responses included:

- Responses to open questions in the feedback form;
- Email responses (which clearly constituted a consultation response); and
- Letter responses (which clearly constituted a consultation response).

5.4.5 The process by which consultation feedback was analysed and coded is outlined below:

Step 1 – Collating feedback

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

Step 2 – Identification of Section/Location

5.4.7 For purposes of the stage one non-statutory consultation, the route was split into 11 sections as set out in the Project Background Document, feedback form and other consultation materials. At step 2, the specific section/location to which a response corresponds was determined. If feedback did not correspond to a specific location, it was coded as 'general' feedback.

5.4.8 This step determines where the feedback is presented in this report. For more detail on the presentation of results, please see Section 5.5.

Step 3 – Identification of the Overarching Theme

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

5.4.10 If the response was detailed, and discussed several themes, multiple overarching themes could be assigned to an individual piece of feedback, to ensure all the

consultees' points were considered. This determined which thematic group the comment would be presented in this report.

Stage 4 – Identification of Topic/Summary

5.4.11 Each 'theme' was broken down into sub-topics. A 'topic/summary' code was then assigned to feedback. If the feedback was detailed and discussed multiple topics, then multiple codes were applied to the piece of feedback. The topics summarised the feedback received under each theme, and have been presented in this report, alongside National Grid's response.

Feedback requesting design changes

5.4.12 Where specific, locatable changes/ amendments to the Project were suggested through the stage one non-statutory consultation, these were considered as National Grid developed the proposals further.

5.4.13 These suggested changes/amendments are outlined in the 'Design' sections of the summary tables. The outcomes of these requested changes/amendments to the design are detailed in National Grid's response.

5.4.14 A table outlining the changes as a result of the stage one consultation is detailed in **Chapter 8** of this report.

5.5 Summarising, presenting and responding to feedback

Responses from local authorities and prescribed consultees

5.5.1 National Grid has taken the decision to analyse feedback separately from local authorities and consultees who would be 'prescribed' under the Planning Act (2008) were this a statutory consultation. This is to demonstrate that National Grid has considered these responses in appropriate detail, having regard to their expert knowledge.

5.5.2 National Grid is referring to these consultees as 'local authorities and prescribed consultees' throughout the remainder of this report.

5.5.3 Table 5.2 below lists the local authorities and prescribed consultees who have responded to our consultation.

Table 5.2 - Local authorities and prescribed consultees who responded to the stage one non-statutory consultation

Belton Parish Council	Haxey Parish Council	North Lincolnshire Council
Beverley & North Holderness Internal Drainage Board	Historic England	Nottingham City Council
Blacktoft Parish Council	Hull City Council	Nottinghamshire Fire and Rescue

Brantingham Parish Council	Ministry of Defence	Owston Ferry Parish Council
Cellnex UK Ltd	Misterton Parish Council	South Cave Parish Council
Clayworth Parish Council	National Gas Transmission	South Leverton Parish Council
Dunham-on-Trent, Darlton, Ragnall and Fledborough Parish Council	Natural England	Sturton Le Steeple Parish Council
East Drayton Parish Councillor	Newark & Sherwood District Council	The Coal Authority
Ellerker Parish Council	North Kesteven District Council	Twin Rivers Parish Council
Environment Agency	North Leverton with Habblesthorpe Parish Council	Yorkshire & Humber Drainage Boards
Epworth Town Council		

5.5.4 Responses from these consultees have been summarised and responded to in Appendix G of this report.

Responses received relating to a specific route Section of the Project

5.5.5 Chapter 7 presents the responses received from consultees that related directly to one or more of the 11 route sections of the Project (as shown in Figure 5.1 below). Where feedback has not been location specific, this is presented in the 'general' section of this report, which is outlined below.

5.5.6 Within each route section, responses from consultees have been grouped thematically, as is described earlier in this chapter. Summaries of topics and concerns raised by consultees within each theme are presented in tables, alongside National Grid's response to these concerns.

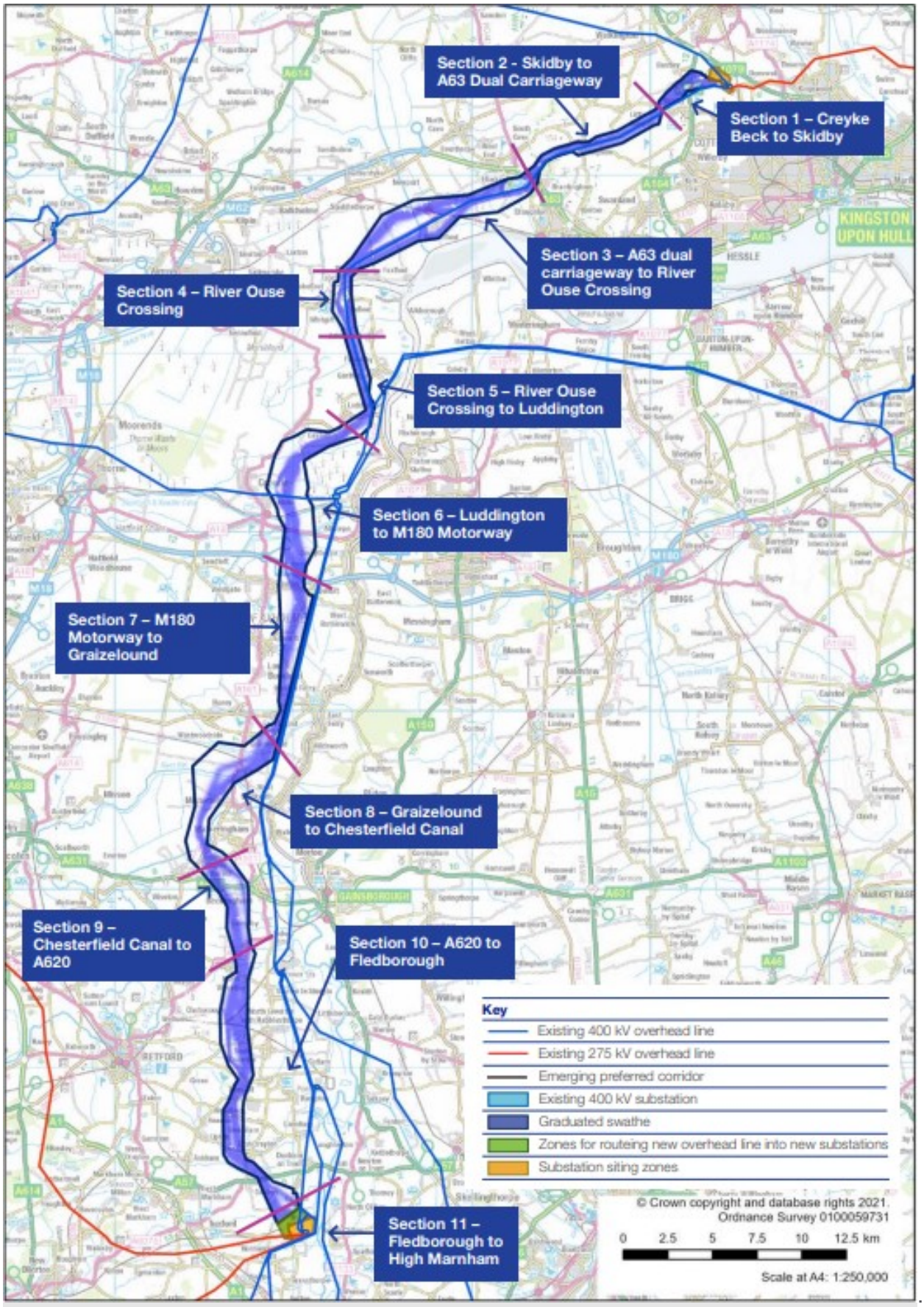
5.5.7 This approach has been chosen as it is the logical way to present feedback on such a large Project, and it allows the reader to efficiently locate feedback relevant to them.

Responses received relating to the Project, that did not relate to a specific route 'Section' of the Project

5.5.8 Chapter 8 presents general responses received from consultees, that did not relate directly to a specific route 'section'/(s).

5.5.9 Responses from consultees have been grouped thematically, as is described earlier in this chapter. Summaries of topics and concerns raised by consultees within each theme are presented, alongside National Grid's response to these concerns.

Figure 5-1: Route sections as presented at stage one non-statutory consultation



6. Feedback Form - Responses to Closed Questions

6.1 Introduction

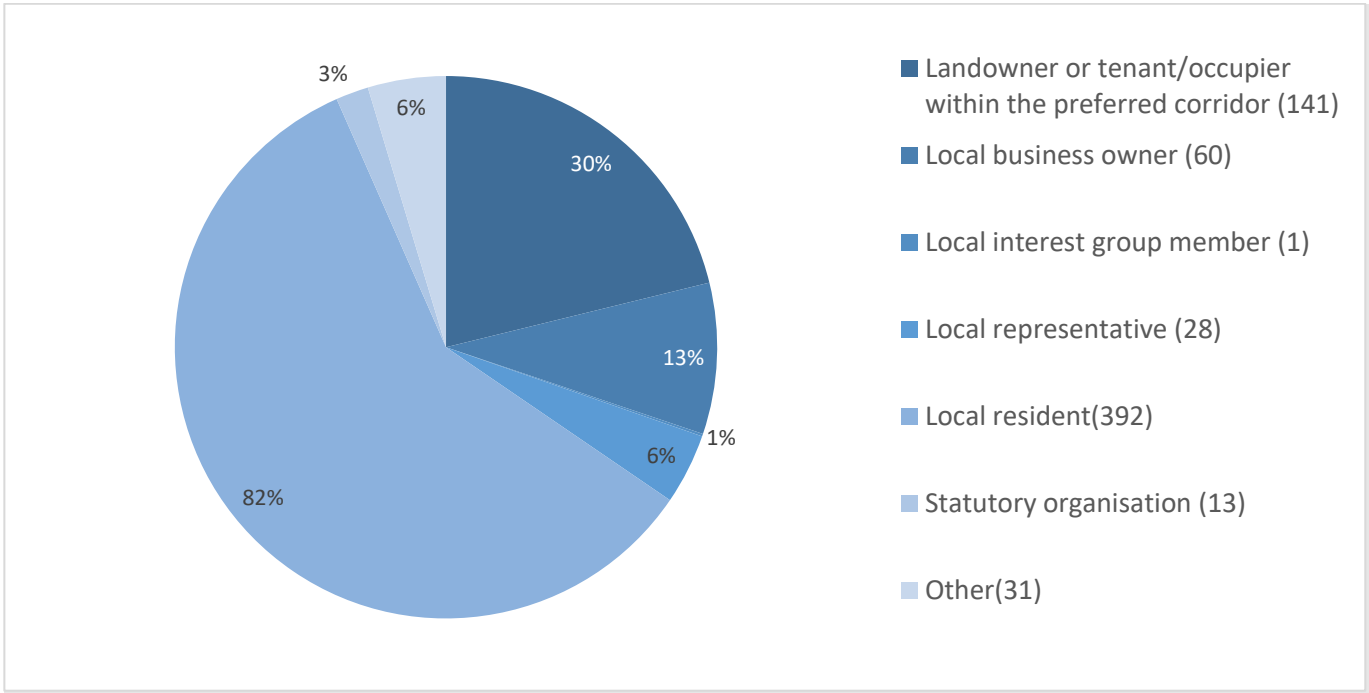
6.1.1 This section presents feedback gathered through the closed questions on the feedback form, apart from responses to question 2, as explained in Chapter 4. The sub headings correspond with headings in the feedback form.

6.2 About you section

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

6.2.1 In response to this question, which asks respondents to describe their interest in the Project (Figure 5.1), the majority (82.18%) of respondents who answered this question indicated that they were a 'Local resident'. The next most popular category was 'Landowner' with 29.56% of respondents selecting this option. 6.50% selected the option 'Other'. A small percentage of responses were received from 'local representatives', 'local business owners', local interest groups and statutory organisations.

Figure 6-1 How would you describe your interest in North Humber to High Marnham?

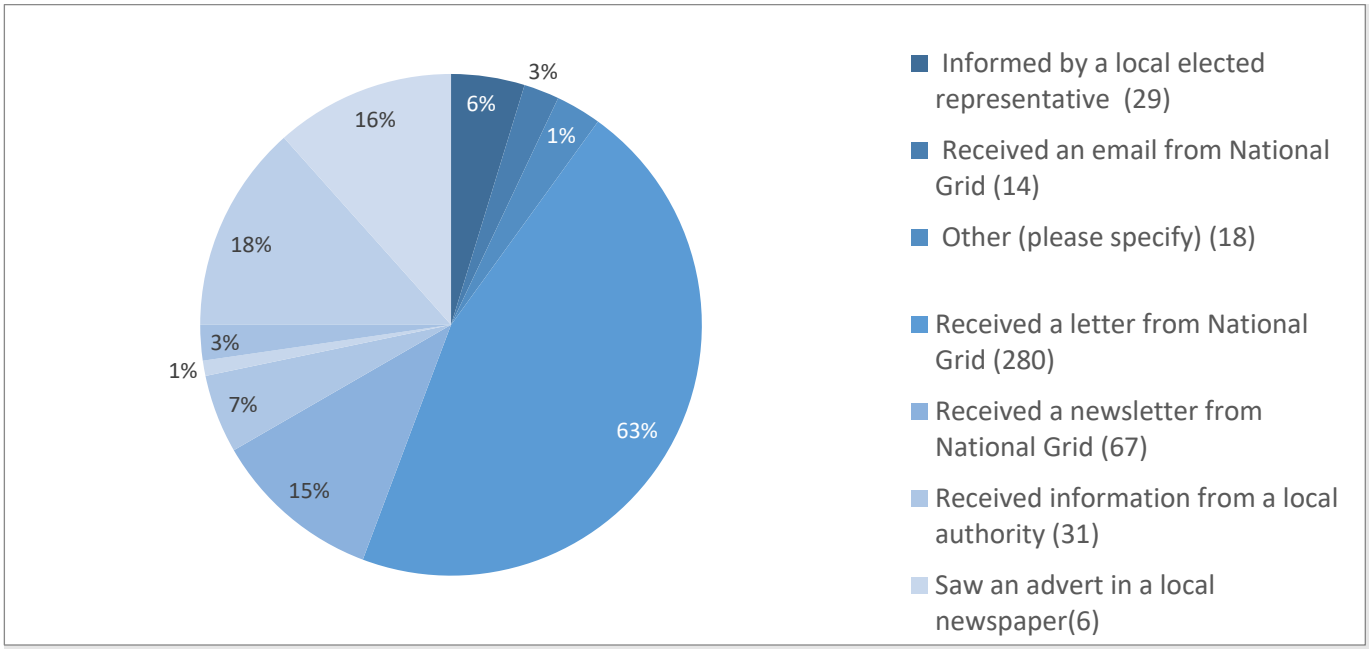


6.3 Our consultation

Question 6a - How did respondents hear about our consultation?

6.3.1 This question asked respondents to 'Please let us know how you heard about this consultation by ticking one or more of the following boxes:'. A list of options was then provided, the results of which are presented in Figure 5.2 below. Please note that consultees were able to select more than one option, so results are presented as a percentage of the total number of respondents who responded to that question.

Figure 6-2 Please let us know how you heard about this consultation



Question 6b – How clear and easy were the materials to understand?

6.3.2 This question asked respondents to 'Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand:'. The following list of options was then provided:

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

6.3.3 454 respondents answered this question. The majority, almost a third (29%) of respondents indicated the materials were 'Good'. 26% of respondents indicated they were 'Average' whilst 15% rated them as 'Very Good'. 15% rated them as 'Very Poor', 11% as 'Poor' and 4% were 'Unsure'.

Question 6c – How well was this consultation promoted and advertised?

6.3.4 This question asked respondents to 'Please rate how well this consultation was promoted and advertised to the public'. The following list of options was then provided:

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

6.3.5 439 respondents answered this question. 24% of respondents selected 'Good' and 24% selected 'Average'. 21% selected 'Very Poor', while 17% selected 'Poor'. Only 7% selected 'Very Good' and 7% of respondents were 'Unsure'.

Question 6d – Did respondents attend one of face-to-face or online consultation events?

6.3.6 This question asked respondents to indicate whether they attended any of our consultation events.

6.3.7 443 respondents answered this question. Half (50%) of respondents indicated that they did not attend one of face-to-face or online consultation events. 44% attended a face-to-face event, 4% attended both and 2% attended an online event only.

Question 6e – How informative did respondents find out consultation events and/or our consultation materials?

6.3.8 This question asked respondents to indicate how informative they found our consultation events and/or our materials.

6.3.9 373 respondents answered this question. 36% of respondents rated the events and/or our consultation materials 'Quite informative' and 32% had 'No opinion'. 19% of respondents selected 'Very informative' and 14% selected 'Not informative' when answering the question.

6.4 Additional Questions – Net Zero

Question 7a – Does the respondent agree with the need for the North Humber to high Marnham Project?

6.4.1 This question 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 the Project (as described on pages 20-23 in the Project Background Document and in the SOR)'. The following list of options was provided:

- Strongly agree
- Agree
- Neither agree nor disagree

- Disagree
- Strongly disagree
- Unsure

6.4.2 405 respondents answered this question. 25% responded ‘Strongly disagree’ and 22% responded ‘Agree’. 21% responded 'Neither agree nor disagree’ with the statement, 11% ‘Disagree’ and 11% ‘Unsure’. Only 10% responded with ‘Strongly agree’.

Question 7c – Concerns around climate change

6.4.3 This question asked respondents ‘How concerned are you about the following?’ and provided two statements:

- ‘The effect of climate change/global warming on your life’; and
- ‘The effect of climate change/global warming on the lives of future generations’.

6.4.4 To answer these two questions respondents were given the following options:

- Very concerned
- Concerned
- Neutral
- Not that concerned
- Not at all concerned

6.4.5 494 respondents answered both statements.

6.4.6 In response to the statement about ‘The effect of climate change/global warming on your life’, 38% of respondents selected ‘Neutral’, 31% said they were ‘Concerned’ and 23% responded ‘Very concerned’. Only 6% and 4% responded they were ‘Not at all concerned’ and ‘Not that concerned’ respectively.

6.4.7 In response to the statement about ‘The effect of climate change/global warming on the lives of future generations’, 34% of respondents selected ‘Neutral’, 33% said they were ‘Very concerned’ and 27% responded ‘Concerned’. Only 3% and 2% responded they were ‘Not at all concerned’ and ‘Not that concerned’ respectively.

Question 7d – To what extent does the respondent agree or disagree with the following statements?

6.4.8 This question asked respondents ‘To what extent do you agree or disagree with each of 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, reinforcing the network to transport this energy to where it is needed most is important.
- Having domestic energy sources and the associated infrastructure will help increase the UK’s energy security.
- Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.

6.4.9 To answer these two questions respondents were given the following options:

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

6.4.10 494 respondents answered all four statements.

6.4.11 In response to the statement ‘The UK meeting its target of net zero carbon emissions by 2050 is important to you’, 45% of respondents selected ‘Neutral’. 23% selected ‘Agree’ and 19% selected 'Strongly agree’. Only 8% and 5% selected ‘Disagree’ and ‘Strongly disagree’ respectively.

6.4.12 In response to the statement ‘With the growth of renewable energy generation and interconnection in the North of England, reinforcing the network to transport this energy to where it is needed most is important.’, 45% of respondents selected ‘Neutral’. 27% selected ‘Agree’ and 12% selected ‘Strongly Agree’. 9% and 8% selected Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

6.4.13 In response to the statement ‘Having domestic energy sources and the associated infrastructure will help increase the UK’s energy security.’, 39% of respondents selected ‘Neutral’. 30% selected ‘Agree’ and 23% responded ‘Strongly agree’. 5% and 3% selected ‘Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

6.4.14 In response to the statement ‘Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.’, 39% of respondents selected ‘Neutral’. 28% selected ‘Agree’ and 25% selected ‘Strongly Agree’. 5% and 4% selected ‘Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

6.5 Equality and diversity

6.5.1 The feedback form asked the following questions on equality and diversity. This was to help understand whether the consultation has been useful to people of different backgrounds and requirements. Answering these questions was optional for all respondents.

- What is your gender?
- Do you consider yourself a person with a disability?
- How would you describe your ethnic background?
- What is your age?

7. Summary of Open Questions

7.1 Introduction

7.1.1 This chapter presents the different open questions that were asked as part of the feedback form. Analysis of the feedback to these questions is presented in chapters 7 and 8.

7.1.2 As stated in Section 4.2, an error on the feedback form was identified following its publication. The question 3p read '**Do you have a preference for the new line to be located east or west of the existing line?'** It should have read '**Do you have a preference for the new line to route within the east or west of the graduated swathe?'** When respondents queried question 3p during the stage one consultation. Despite the error on the feedback form it is considered the free form response boxes provided sufficient opportunity for feedback to be provided on this route section. It is not considered that this would have affected the development of our proposals presented at statutory consultation in any way.

7.2 Section 2: Strategic Options

Question 1 – Comments on the preferred strategic option

7.2.1 Respondents were asked 'Do you have any comments to make on our work to identify our preferred strategic option?'. Respondents were directed to the SOR to respond to this question.

7.2.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

7.3 Section 3: Emerging preferred corridor

Question 2 – Comments on the emerging preferred corridor

7.3.1 In the first half of question 2, respondents were asked to indicate to what extent they agreed or disagreed with the emerging preferred corridor.

7.3.2 The open question asked people to 'Please tell us the reason for your answer. Please also use this box to provide any comments you might have about the work we have done to identify our emerging preferred corridor.'

7.3.3 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

7.4 The graduated swathe – sections

Question 3a – Comments on features or considerations

7.4.1 This open question asked respondents 'Are there any features or considerations that you think we should take into account when developing our plans'

7.4.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

Question 3b – Comments on Section 1

7.4.3 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.4 Responses to the points raised through open written feedback have been summarised in Section 8.2 Table 8.1

Question 3c – Comments on Section 2

7.4.5 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.6 Responses to the points raised through open written feedback have been summarised in Section 8.3 Table 8.2.

Question 3d – Preference for new lines to be routed to the north or south of Ellerker – Section 3

7.4.7 This open question asked respondents 'Do you have any preference for the new overhead lines to be routed to the north or to the south of Ellerker?'.

7.4.8 Responses to the points raised through open written feedback have been summarised in Section 8.4 Table 8.3.

Question 3e – Reasons for preference for new lines to be routed to the north or south of Ellerker – Section 3

7.4.9 This open question asked respondents 'Please tell us the reason for your answer'.

7.4.10 Responses to the points raised through open written feedback have been summarised in Section 8.4 Table 8.3.

Question 3f – Preference for new lines to be routed to the north or south of Broomfleet – Section 3

7.4.11 This open question asked respondents 'Do you have any preference for the new overhead lines to be routed to the north or to the south of Broomfleet?'.

7.4.12 Responses to the points raised through open written feedback have been summarised in Section 8.4 Table 8.3.

Question 3g – Reasons for preference for new lines to be routed to the north or south of Broomfleet – Section 3

7.4.13 This open question asked respondents 'Please tell us the reason for your answer'.

7.4.14 Responses to the points raised through open written feedback have been summarised in Section 8.4 Table 8.3.

Question 3h – Comments on Section 3

7.4.15 This open question asked respondents 'Do you have any other comments about this section of the route'.

7.4.16 Responses to the points raised through open written feedback have been summarised in Section 8.4 Table 8.3.

Question 3i – Preference for new lines to be to the east or west of the existing overhead lines – River Ouse crossing – Section 4

7.4.17 This open question asked respondents 'Do you have any preference for the new line to be routed east or west of the existing overhead lines?'.

7.4.18 Responses to the points raised through open written feedback have been summarised in Section 8.5 Table 8.4.

Question 3j – Reasons for preference for new lines to be to the east or west of the existing overhead lines – River Ouse crossing – Section 4

7.4.19 This open question asked respondents 'Please tell us the reason for your answer. Please use this box to provide any other comments on this section of the route.'.

7.4.20 Responses to the points raised through open written feedback have been summarised in Section 8.5 Table 8.4.

Question 3k – Preference for new lines to be to the east or west of the existing overhead lines – Section 5

7.4.21 This open question asked respondents 'Do you have any preference for the new line to be routed east or west of the existing overhead line?'.

7.4.22 Responses to the points raised through open written feedback have been summarised in Section 8.6 Table 8.5.

Question 3l – Reasons for preference for new lines to be to the east or west of the existing overhead lines –Section 5

7.4.23 This open question asked respondents 'Please tell us the reason for your answer. Please use this box to provide any other comments on this section of the route.'.

7.4.24 Responses to the points raised through open written feedback have been summarised in Section 8.6 Table 8.5.

Question 3m – Comments on Section 6

7.4.25 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.26 Responses to the points raised through open written feedback have been summarised in Section 8.7 Table 8.6.

Question 3n – Comments on Section 7

7.4.27 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.28 Responses to the points raised through open written feedback have been summarised in Section 8.8 Table 8.7.

Question 3o – Comments on Section 8

7.4.29 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.30 Responses to the points raised through open written feedback have been summarised in Section 8.9 Table 8.8.

Question 3p – Preference for new lines to be to the east or west of the existing overhead line – Section 9

7.4.31 This open question asked respondents 'Do you have any preference for the new line to be routed east or west of the existing overhead line?'.

7.4.32 Responses to the points raised through open written feedback have been summarised in Section 8.10 Table 8.9.

Question 3q – Reasons for preference for new lines to be to the east or west of the existing overhead lines –Section 9

7.4.33 This open question asked respondents 'Please tell us the reason for your answer. Please use this box to provide any other comments on this section of the route.'.

7.4.34 Responses to the points raised through open written feedback have been summarised in Section 8.10 Table 8.9.

Question 3r – Comments on Section 10

7.4.35 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.36 Responses to the points raised through open written feedback have been summarised in Section 8.11 Table 8.10.

Question 3o – Comments on Section 11

7.4.37 This open question asked respondents 'Do you have any comments about this section of the route'.

7.4.38 Responses to the points raised through open written feedback have been summarised in Section 8.12 Table 8.11.

7.5 Section 4: Other requirements

Question 4a – Comments about associated works and other aspects, such as land required to build and reduce the potential impacts of the proposed reinforcement.

7.5.1 This open question asked respondents 'Do you have any general comments about these aspects at this stage that you would like us to consider? If your comment related to a specific section of the route, please tell us which section your comment relates to.'

7.5.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

7.6 Section 5: Refining our proposals

Question 5a – Comments on reducing effects of the overhead line.

7.6.1 This open question asked respondents ‘Is there anything we could do to reduce the effects of a new overhead line?’.

7.6.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

Question 5b –Comments on other considerations

7.6.3 This open question asked respondents ‘Are there any other considerations we should take into account when developing our proposals?’

7.6.4 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

Question 5c – Comments on Community Grant Fund and community benefits

7.6.5 This open question asked respondents ‘In addition to our Community Grant Fund, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?’

7.6.6 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

7.7 Section 6: Our consultation

Question 6b –Comments on how clear and easy information was to understand

7.7.1 This open question asked respondents to provide ‘Reasons for answer’ regarding their response to the question ‘Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand’.

7.7.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

Question 6c –Comments on how well the consultation was promoted and advertised

7.7.3 This open question asked respondents to provide ‘Reasons for answer’ regarding their response to the question ‘Please how well this consultation was promoted and advertised to the public’.

7.7.4 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

Question 6f – Further comments about our consultation process or anything we can improve about our consultation

7.7.5 This open question asked respondents to provide ‘Do you have any further comments about our consultation process or anything we can improve about our consultation?’.

7.7.6 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

7.8 Section 6: Net Zero

Question 7a – Comments on the extent to which respondent agrees with the need for the Project

7.8.1 This open question asked respondents 'Please use this space, if you wish, to expand on the reason for your answer' to the question '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 the Project (as described on pages 20-23 in the Project Background Document and in the Strategic Options Report)'.

7.8.2 Responses to the points raised through open written feedback have been summarised in Section 9 Table 9.1.

8. Route Section-Specific Feedback and National Grid's Response

8.1 Introduction

8.1.1 This chapter presents the feedback relating to a specific route section of the Project, gathered via the open questions on the feedback form or via other open formats such as letters and emails.

8.1.2 As described in Chapter 5, for each route section of the Project, feedback is presented by overarching theme and then broken down into sub-topics.

8.1.3 National Grid's response to each sub-topic is shown below. These responses were written in the context of the information available at the time of writing this report following the stage one non-statutory consultation. Information provided is therefore subject to change as the Project develops.

8.2 Route Section 1: Creyke Beck to Skidby

Figure 8-1 Consultee sentiment towards Route Section 1: Creyke Beck to Skidby in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (490 responses)

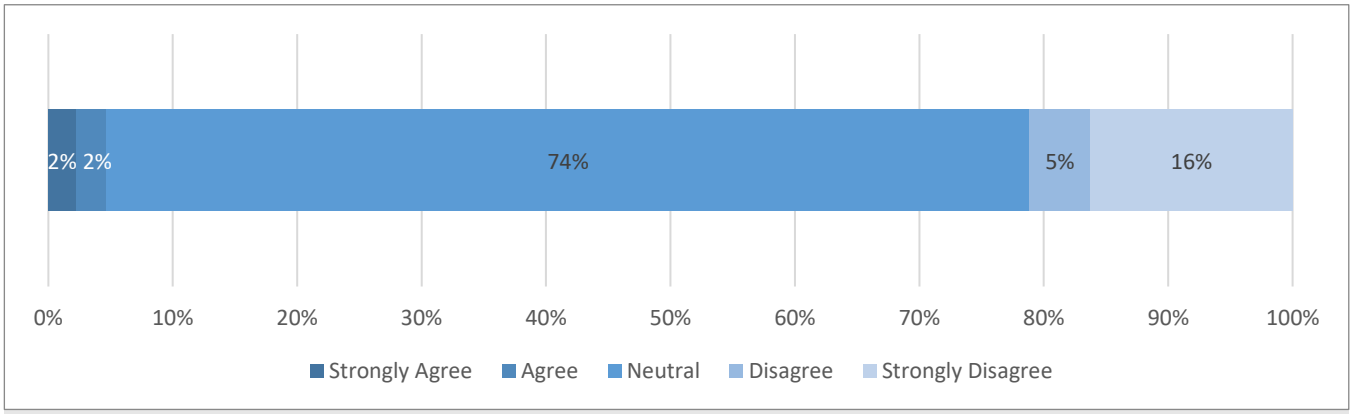


Table 8.1 - Route Section 1 – Creyke Beck to Skidby – Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.2.1	• Negative impact on infrastructure in the local area during the construction period • Construction will be disruptive • Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be designed, operated and reinstated in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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 during the construction period
8..2	• Construction work will disrupt the local power grid.	The Project works will have no impact on your electricity supply. The work that we need to carry out is on part of the National Electricity Transmission System (NETS) and will have no direct effect on homes, businesses, schools and other premises in the local area. Where any Distribution Network Operator (DNO) works are required, occupiers would be notified by their DNO well in advance and would be planned for appropriately.
Consultation		
8.2.3	• Consultation materials showing plans for the Creyke Beck substations were unclear.	The Creyke Beck substation extension and the new Birkhill Wood substation did not form part of the proposals for the Project during our stage one non-statutory consultation in 2023. However, the Creyke Beck substation extension and the new Birkhill Wood substation projects did hold their own public consultation in 2023, which involved a joint event with the Project at Cottingham Civic Hall. This feedback has been passed onto the relevant project team for consideration. For the Project we have reviewed how we can present materials at the statutory consultation, including maps, and have balanced this with the scale of the Project. During our 2025 statutory consultation, we are presenting more detailed information regarding the substations, and how the Project's infrastructure interacts with this proposed substation infrastructure, as the designs of both projects will have progressed. Birkhill Wood and High Marnham substations have also be included within the 2025 statutory consultation for the Project.
Cultural Heritage		
8.2.4	• Impact on cultural heritage assets.	Through routeing and siting National Grid has sought to, and will continue 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). National Grid will be undertaking a Cultural Heritage assessment as part of its Environmental Impact Assessment (EIA), which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		techniques, to reduce these impacts where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques.
Design		
8.2.5	• New overhead line is too close to Bentley / Should be further from Bentley.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) presented at the stage one non-statutory consultation in 2023. National Grid has considered feedback which sets out a preference for the new overhead line to be routed further from Bentley. The most northern part of the graduated swathe in this location is located closer to Bentley, whilst the central and southern paths of the graduated swathe are further south. National Grid's preferred alignment routes the new overhead line to the central to northern area of our graduated swathe south of Bentley. This alignment increases the distance from a number of technical, environmental and socio-economic constraints which arise in short succession in the southern paths of the graduated swathe including an existing high pressure gas pipeline, a 33kV distribution overhead line, a wildlife site, the Lazaat Hotel and the A164 widening scheme. Increasing the distance from an existing high pressure gas pipeline and 33kV distribution overhead line reduces the construction and operational safety risk of the Project compared to a more southerly route.
8.2.6	• New overhead line is too close to Skidby / Should be further from Skidby.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) presented at stage one non-statutory consultation in 2023. National Grid has considered the respondents feedback highlighting a preference for the new overhead line to be routed further from Skidby. The preferred alignment follows a route to the north of Skidby in the northern part of the graduated swathe, increasing the distance from Skidby compared to a more southerly route within the graduated swathe.
8.2.7	• Existing infrastructure should be upgraded/re-enforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the increasing demands on the network.
8.2.8	• Suggestion that the line should be routed underground.	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 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 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. We are carrying out an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify additional need for mitigation. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.2.9	• Suggestion that the overhead line should be routed to the south of the swathe near Bentley.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has considered the request to route as far to the south of the graduated swathe as possible to avoid improvement works at Jock's Lodge, and route away from Bentley. The most northern part of the graduated swathe in this location is located closer to Bentley, whilst the central and southern paths of the graduated swathe are further south. Our preferred alignment follows a more central path south of Bentley, increasing the distance from the hamlet.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		The A164 works encompass the entirety of the graduated swathe in this location and extend beyond it to both the north and the south. National Grid's preferred alignment routes the new overhead line in the central-to-northern area of our graduated swathe in the Bentley area, which offers a more technically preferable option to cross the A164 widening scheme at a narrower point. As the Project progresses, National Grid will continue to engage with East Riding of Yorkshire Council and its developers, to further consider these works, which are expected to have been completed prior to construction of the new overhead line. Whilst following a more southerly path would have further increased the distance to the properties in Bentley such a path would have resulted in significant conflicts with a longer length of existing 33kV overhead and a high pressure gas pipeline, introducing construction and operational risks alongside routeing the new line closer to a socio-economic receptor, the Lazaat Hotel to the south.
8.2.10	• Suggestion that the overhead line should be routed in close parallel with the existing overhead line.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, where doing so could minimise landscape and visual and environmental impacts. A close parallel alignment is realised when the pylon types, spans and conductors form a coherent appearance. This is difficult to achieve, as the appearance of the infrastructure can change depending on the direction and level it is being viewed from. It is not always feasible to site pylons adjacent to each other if there are constraints present alongside the existing pylon, and this can also result in an inconsistent span length and wire sag profile for the overhead line. In route section 1, National Grid is proposing to route the new overhead line to the north of the existing overhead line in the central-to-northern area of our graduated swathe, which is not a close parallel route. 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 at Creyke Beck. In addition to this, routeing further to the north allows National Grid to avoid an existing high pressure gas pipeline in the southern section of the proposed graduated swathe in this area, reducing safety and construction risks associated with a more southerly route which lies closer to the existing 4ZQ overhead line. The preferred alignment 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 and increasing the distance from the Lazaat Hotel, which is located south of the graduated swathe and north of the existing 4ZQ overhead line. Where possible we have sought to arrange proposed pylons, conductors and spans to achieve a coherent appearance with the existing overhead line. A Landscape and Visual Impact Assessment (LVIA) will be undertaken as part of the Environmental Impact Assessment (EIA). This will assess the impact of the Project and will identify any need for additional mitigation if required, this may include screening at particular locations to reduce a change in views due to the Project or to better integrate infrastructure into the wider landscape. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.2.11	• Opposition to routeing new overhead line in Section 1. • An alternative route should be sought.	We 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 Corridor and Preliminary Routeing and Siting Study (CPRSS) 2023 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 emerging preferred corridor. Appraisal of all the identified options is undertaken using guidance[15] 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'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 we are required to consider as we develop our proposals. Further explanation on the alternative corridors considered for routeing within Section 1 of the Project can be found in the CPRSS. As part of the stage one non-statutory consultation in 2023 we sought feedback on our work to date to identify where the proposed reinforcement might be located. National Grid has a statutory duty to listen to feedback throughout the consultation process. Following the close of the stage one non-statutory consultation in 2023, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. All feedback received has been read and considered by the Project team as we have developed our proposals, and National Grid's

[15] National Grid, (2022), Our Approach to Consenting. Available at https://www.nationalgrid.com/electricity-transmission/document/142336/download

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		responses to consultation feedback are published in this Non-Statutory Consultation Feedback Report. Information on how feedback has influenced the Project is available within this report and the Design Development Report (DDR) presented at our 2025 statutory consultation.
8.2.12	• Suggestion that the new substation should use electric power.	The proposed new Birkhill Wood substation at Creyke Beck, is a 400kV electricity substation. The substation will provide a 'plug-in' point to the transmission system for new sources of power generation. Whilst some of this power is used to meet local electricity demand in the Hull and East Riding area (from the nearby Creyke Beck Substation), much will have to be transmitted away from Birkhill Wood substation to meet wider demands for electricity across Britain. The new Birkhill Wood substation did not form part of the proposals for the Project during our Stage one non-statutory consultation. However, the Creyke Beck substation extension (known as Wanlass Beck) and the new Birkhill Wood substation projects did hold their own consultation in 2023, which involved a joint event with the Project at Cottingham Civic Hall. This feedback was shared with the relevant project team for consideration following the close of our stage one non-statutory consultation. While the new substations did not form part of our proposals for the Project during our stage one non-statutory consultation, we have made the decision to include both substations within the statutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.
8.2.13	• Suggestion that the overhead line should be routed in Corridor 1 in Section 1, further to the north, towards Drax.	National Grid has carefully considered the potential impacts of the Project at an early stage, considering alternative strategic proposals as well as alternative corridors. We seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The Corridor and Preliminary Routeing and Siting Study (CPRSS) 2023 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 emerging preferred corridor. The appraisal findings and explanation for not selecting Corridor 1 in Section 1 are detailed in the CPRSS. Corridor 1 required a significant number of deviations from close parallel to avoid settlements, proposed developments and wind turbines and was a less direct and longer route when compared to Corridor 2 which was preferred for Section 1 of the route. Further information can be found in section 11.2 of the CPRSS. We have reviewed the reasons for not favouring Corridor 1 and believe that these remain valid especially in light of the ongoing consultation relating to the designation of a large part of the northern and central Yorkshire Wolds as an Area of Outstanding Natural Beauty (AONB).
Economic		
8.2.14	• Negative impact on businesses in the area.	Through our routeing and siting exercise we have sought and will continue to reduce as far as practicable potential impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA) process. We will assess impacts to businesses during both the construction and operational phases of the Project and identify appropriate mitigation measures where required. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Land		
8.2.15	• Landowners raised concerns about their land being impacted by the Project, including being used for access routes.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy[16]. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. Detailed proposals for access routes are presented at statutory consultation and landowner feedback relating to those proposals will be carefully considered.

[16] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		A Development Consent Order provides the ability to include compulsory acquisition powers (if successful). We would need to rely on these powers in the event that a voluntary agreement cannot be reached. National Grid are governed by statutory requirements in dealing with landowner interests that are affected by the Project. In all circumstances, National Grid must act in a fair and proportionate manner. This extends to full compliance with the Compensation Code that is identified and determined in the relevant legislation provisions as relate to any compulsory acquisition. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.2.16	• Negative impact on farming operations • More difficult to farm arable land • Reduction in agricultural land.	National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
Landscape and Visual		
8.2.17	• Negative impact on the landscape, local views and viewpoints • Negative impact on the beauty of the local countryside • Negative impact on natural greenspaces • The countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the emerging preferred corridor in which the new overhead line is proposed to be routed, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) 2023, which is available on our Project website. Through the routeing and siting exercise we have sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment of the effects that the Project would have on both the landscape and views. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.2.18	• National Grid is using funding to remove pylons elsewhere in the country, so should not be installing more in this area.	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 localised sections of overhead line in Dorset, Snowdonia and the Peak District. 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, we 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. The feedback received at the non-statutory

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		consultation has been carefully considered and will be taken into account alongside our further assessments, as we continue to develop more detailed proposals. We are undertaking a further stage of consultation (our statutory consultation) where we consult on more detailed design proposals and provide local stakeholders with an opportunity to comment on our more detailed proposals.
8.2.19	• National Grid must consider already planned developments • National Grid should engage and work with local planning authorities/developers.	National Grid will as part of the Environmental Impact Assessment (EIA) process for the Project undertake a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders, including Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.
8.2.20	• There is already too much infrastructure in the area • There are already overhead lines in the area • More infrastructure should not be constructed in the area.	Four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS) 2023. 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. National Grid will continue to consider this feedback as it develops proposals further. National Grid recognises that there are a number of energy-related developments proposed in the Creyke Beck area. The Creyke Beck Substation is the only National Grid substation in Yorkshire that is located close to the east coast and has two overhead lines connecting to it. As such it provides a strong node on the system. A third line is needed from the area to further strengthen the node, as explained in the Strategic Options Report 2023 presented at non-statutory consultation. The Humber Estuary presents a substantial barrier to the development of a new overhead line to the east of the Creyke Beck area. A new route to the west as proposed would avoid the Humber, and as explained in the SOR, would have significant technical, cost and environmental advantages. National Grid is, as part of the Environmental Statement (ES) for the Project, undertaking a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable. National Grid will continue to consider this feedback as it develops proposals further.
8.2.21	• Energy systems should be decentralised	The Government's energy policy is to move away from large coal fired power generating stations to more numerous onshore and offshore generation sites and, as such, the electricity transmission network is now becoming more decentralised. The Government recognises the complexities with

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	• Transporting energy large distances is inefficient • It costs too much to transport energy long-distances.	balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. National Grid works within the framework set by Government, and we will work closely with customers, partners and communities to develop solutions, supporting the transition to decarbonised, decentralised, smart energy systems. However, as outlined in our consultation materials, and elsewhere in this report, the Project proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building the Project, together with other proposals, will help meet this future energy requirement.
Socioeconomic		
8.2.22	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are people who live and work in the area. We are undertaking 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. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with the route's proximity to properties and residents. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. This information will inform the Secretary of State's eventual decision as to whether or not to grant Development Consent.
Walkers, cyclists and horse riders		
8.2.23	• National Grid should consult with the E.R.Y.C countryside access team with regard to diversions in the event of extended temporary closures.	National Grid are engaging with all host Local Authorities including East Riding of Yorkshire Council and will continue to engage as the Project progresses.
8.2.24	• Negative impact on PRoW • Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue 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 has sought where practicable to reduce and where possible, remove impacts to PRoW. In the event that any significant impacts on PRoW are identified that cannot be avoided and mitigation is required, mitigation measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement through the wider PRoW network. We will work closely with the relevant highway authorities to understand and gain information on PRoW and the local road network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops.

8.3 Route Section 2: Skidby to A63 dual carriageway

Figure 8-2 Consultee sentiment towards Route Section 2: Skidby to A63 Dual Carriageway in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?*' (489 responses)

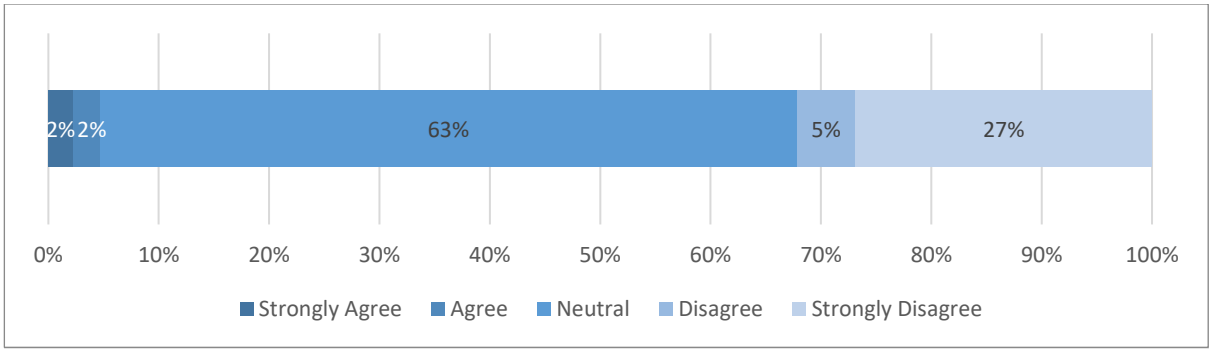


Table 8.2 - Route Section 2 – Skidby to A63 Dual Carriageway - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.3.1	• Negative impact on infrastructure in the local area during the construction period • Large vehicles not suitable for local roads • Construction will be disruptive • Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will continue to work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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 consultation, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if the Project is consented, we 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 during the construction period.
Consultation		
8.3.2	• National Grid should have consulted on a wider swathe at Riplingham, as they did in Section 8 to avoid Misterton.	National Grid has carefully considered the potential impacts of the Project 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, alongside an explanation of how we identified the graduated swathe, can be found in the Project CPRSS, which was available at our non-statutory consultation 2023 and remains available on our Project website. Following the selection of the emerging preferred corridor, a preliminary design exercise was undertaken to identify where it might be more appropriate to site the Project within the emerging preferred corridor. This took into account the Holford Rules, having regard to local sites and features. These include features such as known residential properties, larger woodlands and existing infrastructure. The outcome of this exercise was a coloured shading of varying intensity to indicate areas more likely (darker colour) and less likely (lighter colour) to be the location of the proposed infrastructure. The graduated swathe was both preliminary and indicative. It was intended as a tool for non-statutory consultation and engagement with communities and other stakeholders, including landowners. We have reviewed all feedback from non-statutory consultation, including where we received feedback with suggestions to route outside the graduated swathe, and considered this as we have continued to develop our proposals. In the Riplingham area it is considered that opportunities exist to route the new line parallel to the existing overhead line and that keeping the two lines close together could result in lower landscape and visual effects through this part of the Yorkshire Wolds. In this section of the route the graduated swathe therefore presented two alternative paths; either parallel to the northern or to the southern side of the existing line. Paths away from the existing overhead line would not have presented these same opportunities to reduce the wider effects of the new line. We will continue to review and back-check our work undertaken to date on the Project as we undertake further environmental and technical assessment work, and in light of further feedback received through further consultation and engagement with stakeholders.
8.3.3	• National Grid should engage with relevant bodies to limit impact on The Wolds Way National Trail (National Trails UK and The Wolds Way Partnership).	National Grid is committed to engaging with stakeholders throughout the design development process. National Grid has and will continue to engage with the mentioned bodies, in addition to other stakeholders as the Project progresses.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Cultural Heritage		
8.3.4	• Negative impact on listed buildings/Cultural Heritage assets. • Negative impact on local historic settlements / villages / conservation villages and areas.	Through routeing and siting work National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid is undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.3.5	• The new overhead line should be routed underground in Section 2 • The overhead line should be undergrounded in proximity to towns and villages in Section 2 • The overhead line should be undergrounded close to The Yorkshire Wolds. • The new overhead line should be routed underground between the A63 to Ellerker North Wold / Woo Dale. • The new overhead line should be routed underground close to The Wolds Way National Trail, to avoid impacting the landscape.	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 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 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 at this stage an overhead line is proposed throughout route section 2. Where appropriate, we have 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 avoid significant environmental effects where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation, and will be further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.6	• The new overhead line is routed too close to Brantingham / Should be further from Brantingham.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) presented as part of our stage one non-statutory consultation in 2023, and remains on our project website. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, swapping to the south of the existing overhead line in the Brantingham area. This accords with some feedback received in response to the stage one non-statutory consultation in 2023, preventing the wider spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. National Grid considers that swapping to the south side of the existing overhead line through Brantingham Dale would reduce the visual effects of the new line upon isolated properties, the Yorkshire Wolds Way and the village of Ellerker in route section 3.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.3.7	• Opposition to routeing a new line through Section 2 • An alternative route should be sought.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) presented at our stage one non-statutory consultation in 2023. The emerging preferred 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 Holford Rule 3. The emerging preferred corridor also provides the opportunity to close parallel within this route section with minimal deviations to avoid settlements and constraints which reduces landscape and visual impacts through the East Riding of Yorkshire Important Landscape Area (ILA). We will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary.
8.3.8	• New overhead line is routed too close to Brough / Should be further from Brough.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. The emerging preferred corridor within Section 2 of the route was selected as it provides a shorter overall length of overhead line and most direct route in line with our statutory requirement to consider the most economical network and Holford Rule 3, intended to reduce the amenity impacts of new overhead transmission lines. The emerging preferred corridor also provides the opportunity to close parallel for the entirety of the corridor with minimal deviations to avoid settlements and constraints which would reduce landscape and visual impacts through the Yorkshire Wolds Important Landscape Area (ILA). The preferred alignment is located north of Brough, close to the existing overhead line in this location.
8.3.9	• The new overhead line should be routed in close parallel with existing lines.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Where constraints allow, the preferred alignment follows a close parallel with the existing line in this route section. To the west of Skidby, a small section of our preferred alignment is located outside of our emerging preferred corridor as presented at non-statutory consultation 2023, slightly further to the north. Routeing further north in this location increases the distance from an existing high pressure gas pipeline and 33kV distribution overhead line, reducing construction and operational safety risk whilst also reducing the visual effects of the new line upon isolated properties and the village of Ellerker in route section 3.
8.3.10	• Opposition to routeing the overhead line to the north of the existing overhead line from A63 to Woo Dale / Ellerker North Wold. • Suggestion that the new overhead line should be routed to the south of the existing line close to Ellerker. A line swap-over could then take place north of Woo Dale, to route the overhead line in close parallel to the existing line on the north side of the overhead line • Suggestion that the new overhead line should be routed in close parallel to the existing line between the A63 and Woo Dale / Ellerker North Wold area. • Suggestion that the new overhead line should be routed to the south of the existing overhead line, in close parallel to them, between the A63 and Woo Dale / Ellerker North Wold.	National Grid's preferred alignment routes the new overhead line in close parallel to the south of the existing overhead line in this area in accordance with this consultation feedback. Following review of consultation feedback an alternative line swap-over design is now proposed in this location, where the line swap-over between the new and existing lines would occur at the top of Ellerker North Wold rather than at the foot of the scarp slope as presented during the 2023 non-statutory consultation, resulting in three proposed pylons sitting outside of the emerging preferred corridor at Brantingham Dale, to the north west of Dale Road. This swap-over position would allow more of the new overhead line to be routed in close parallel to the existing 4ZQ overhead line, where the two lines descend the scarp slope from the Wolds. Despite the resultant removal of a strip of plantation woodland at Bilks Hill it is considered that this close parallel alignment would help reduce the scale of landscape impacts in this sensitive section of the Yorkshire Wolds Important Landscape Area. This line swap-over also enables the preferred alignment to be routed to the south of Ellerker and avoids the need for overhead lines both north and south of the village in accordance with feedback received during non-statutory consultation. The proposed southerly alignment runs in close parallel to the existing overhead line, reducing the visual impact, and allowing the pylons to be hidden in the landscape; the overhead line would be located on a sloping valley, with existing trees helping to filter views of the new pylons on the edge of the Wolds. Finally, from a cultural heritage perspective, our preferred alignment in this location also avoids a local farm, which is designated as a local heritage asset.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
87.3.11	• Suggestion that the new overhead line should be routed to the south of the existing overhead line in the Riplingham /Riplingham cross-roads area. • Suggestion that the new overhead line should be routed to the north of the existing overhead line in the Riplingham/ Riplingham cross-roads area.	National Grid's preferred alignment in this area routes the new overhead line in close parallel to the north of the existing overhead line. National Grid also reviewed the option to route the new overhead line to the south of the existing overhead line in this area. Following the southern path of the graduated swathe would require line swap overs adding to the technical complexity and cost of the new overhead line. In addition, due to the complexities of the southern option more prominent angle pylons may be required with the potential to create greater visual impacts. The preferred alignment avoids an existing high pressure gas pipeline in the southern section of the proposed graduated swathe and corridor in this area. Routeing further to the north to avoid the gas pipeline allows National Grid to reduce safety and construction risks associated with a more southerly route whilst also enabling a more technically preferable option to cross the A164 widening scheme in Section 1 of the route, at a narrower point among also increasing the distance from a number of technical, environmental and socio economic constraints which arise in short succession in the southern paths of the graduated swathe within route section 1.
8.3.12	• Suggestion that the new overhead line should be routed to the north of the swathe in the Skidby/Bentley area	National Grid's preferred alignment routes to the north in the Bentley/Skidby area, in line with this feedback. The preferred alignment routes the new overhead line in the central-to-northern area of our graduated swathe in the Bentley area, and just beyond the northern section of our preferred corridor as presented at non-statutory consultation 2023 in the Skidby area. Routeing further north increases the distance from an existing high pressure gas pipeline and 33kV distribution overhead line, reducing construction and operational safety risk of the Project.
8.3.13	• Suggestion that the new overhead line should be routed to the north of the swathe in Section 2, between Skidby and the A63.	National Grid's preferred alignment is partially in line with this request to route north of the swathe in Section 2 between Skidby and the A63. The preferred alignment routes the new overhead line in the northern path of the graduated swathe from Skidby to Woo Dale. At this point, a transposition (line swap-over) with the existing overhead line is proposed, routeing the new overhead line in close parallel to the south of the existing overhead line from Woo Dale to the A63. The preferred alignment avoids properties at Woo Dale whilst seeking to reduce and minimise potential impacts on Brantingham Dale Site of Special Scientific Interest (SSSI) and Local Wildlife Sites (LWS) and prevents the settlement of Ellerker in route section 3 of the route having a overhead line running to both its north and south. The close parallel alignment also minimises the spread of infrastructure and the visual impact in the Yorkshire Wolds Important Landscape Area (ILA).
8.3.14	• The new overhead line is routed too close to Skidby / should be further from Skidby.	As part of the design process, we 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 are proposed to be routed, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) presented at the stage one non-statutory consultation in 2023. National Grid has considered the respondents feedback highlighting a preference for the new overhead line to be routed further from Skidby. As part of the design process, we seek to develop the most appropriate design taking into account the engineering solution, environmental and socio-economic factors and cost. Where constraints allow, the preferred alignment follows a close parallel with the existing lines. To the west of Skidby, a small section of our preferred alignment is located outside of our emerging preferred corridor as presented at non-statutory consultation 2023, slightly further to the north. Routeing further north in this location increases the distance from an existing high pressure gas pipeline and 33kV distribution overhead line, reducing construction and operational safety risk whilst also reducing the visual effects of the new line upon isolated properties and the village of Ellerker in route section 3.
8.3.15	• The new overhead line is routed close to The Wolds Way National Trail / should be further from The Wolds Way National Trail.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).National Grid's preferred alignment routes the new overhead line in close parallel to the existing overhead line in proximity to the Wolds Way National Trail, preventing the spread of infrastructure in this area and reducing the impact of constructing a new overhead line. We are undertaking an Environmental Impact Assessment (EIA) to ensure that matters relating to the environment are considered when developing the proposals for the Project. This includes a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW, including the Wolds Way National Trail. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of the initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation, and will be further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.3.16	• The new overhead line are routed too close to The Yorkshire Wolds / should be further from the Yorkshire Wolds.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid has been engaging with Natural England on the proposed extension to the Yorkshire Wolds AONB (AONBs were recently rebranded as National Landscapes however, in legal terms, Natural England would designate an AONB).) Due to the distance from the Project, there are unlikely to be effects on the current or extended area of National Landscape. We will continue to monitor the proposals for the extension to the National Landscape as information is published by Natural England. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are proposing a preferred alignment which runs parallel to the existing overhead line past Woo Dale and the Yorkshire Wolds Way, Ellerker and Broomfleet to reduce the spread of infrastructure within the landscape and views from the communities. Similarly, through the Yorkshire Wolds Important Landscape Area, (ILA) the preferred alignment parallels the existing overhead line where possible to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.17	• Suggestion that the new overhead line should be routed underground close to the Yorkshire Wolds. This is an area of beauty, that is being considered as an AONB, and should be protected.	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 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 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. National Grid has been engaging with Natural England on the proposed extension to the Yorkshire Wolds AONB (AONBs were recently rebranded as National Landscapes however, in legal terms, Natural England would designate an AONB.) Due to the distance from the Project, there are unlikely to be effects on the current or extended area of National Landscape. We will continue to monitor the proposals for the extension of the National Landscape as information is published by Natural England. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. We will carefully consider feedback from our first stage of our consultation on the question of undergrounding and other aspects, as we develop more detailed proposals. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.18	• The new overhead line should be routed in close parallel with local road infrastructure to reduce its impact.	As part of the routeing and siting process, National Grid take into account a range of factors, including the most appropriate engineering solution alongside environmental, cost and socio-economic factors. 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 the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. The emerging preferred corridor in this location broadly looks to enable a close parallel with existing electricity transmission infrastructure. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. There are constraints and features that mean that we do not consider that close paralleling road and rail infrastructure will reduce environmental effects or improve compliance with the Holford Rules, or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction and increased length are considered less compliant with the Holford Rules than those that are associated with the preferred alignment as presented at statutory consultation.
8.3.19	• The new overhead line are routed too close to Riplingham / should be further from Riplingham.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. Overall Corridor 2 was preferred through the Yorkshire Wolds primarily as it provided a shorter overall length of overhead line and most direct route in line with our statutory requirements to consider the most economical network and Holford Rule 3 and provided the opportunity to close parallel for the entirety of the corridor with minimal deviations to avoid settlements and constraints which would reduce landscape and visual impacts through the Yorkshire Wolds Important Landscape Area (ILA). The graduated swathe presented two paths in route section 2 of the route, one to the north of the existing overhead line and one to the south. A route to the south of the existing overhead line and south of Riplingham would require at least two line swap overs which adds technical challenges due to added complexity and possible programme delays during construction (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. We will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.
8.3.20	• The new overhead line is routed close to the East Atlantic Flyway / should be further from the East Atlantic Flyway. • Suggestion that the new overhead line should be routed underground in Section 2, in order to minimise the impact on migrating birds, who use Blacktoft Sands RSPB Nature Reserve and the East Atlantic Flyway. Consultees raised this is utilised by a number of rare and protected species.	National Grid note that the 'East Atlantic Flyway: England East Coast Wetlands' site, as identified by the RSPB and UK Government is at the time of writing this report on the UNESCO "tentative list" and has therefore not been added to the global list (ratified). Nevertheless, the consideration of other statutory designations for birds will align with the need to consider the tentative UNESCO status in this area. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The existing overhead transmission line that runs between Creyke Beck and Keadby to the south runs parallel to the Humber, before crossing the River Ouse at Ousefleet. National Grid considers that routeing the new line close to the existing overhead line would be an effective means of reducing the potential to impact bird species that form qualifying features of the Humber Estuary. An alternative corridor further to the north was identified and appraised by National Grid, as reported in the CPRSS as presented at the stage one non-statutory consultation in 2023. Whilst this corridor is further from much of the Humber Estuary it would be significantly longer and for much of its length would not follow the route of an existing line. This alternative corridor is also closer to the internationally designated Lower Derwent Valley SPA bird site and would also need to cross the River Ouse. It is therefore considered that the opportunities to parallel the existing overhead line and the significantly shorter overall length of the proposed corridor will all serve to reduce the potential impacts of the new line on the designated Humber Estuary sites / tentative East Atlantic Flyway World Heritage Site. 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 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, we consider that an overhead line crossing at the River Ouse would be the most appropriate design solution and would have the least impact on ecological species. Our work to date suggests the addition of a new overhead line sited with careful consideration in the context of the existing overhead line, is unlikely to increase collision mortality significantly. Routeing the new overhead line in 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. We are carrying out an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) provided as part of the statutory

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC, SSSI and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. As part of the assessment process, National Grid has considered both overhead lines and underground cabling in the vicinity of the 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 Sections 2, 3, 4 and 5 of the route. Placing a section of the route underground would result in greater construction disturbance and the permanent loss of land that is potentially functionally linked as feeding grounds for bird species associated with the Humber Estuary. Therefore, on balance it is considered that the use of underground cables would not significantly reduce the potential for adverse effects upon the Humber Estuary, and the East Atlantic Flyway nominated WHS. It is considered that the proposed overhead line will affect the integrity of these sites. Information to help inform the Secretary of State's judgement on this point will be submitted as part of the application for Development Consent. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area.
8.3.21	• Suggestion that the new overhead line should be routed in Corridor 1, much further to the north.	We 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 appraisal findings and explanation for not selecting Corridor 1 were that Corridor 1 required a significant number of deviations from close parallel to avoid settlements, proposed developments and wind turbines and was a less direct and longer route when compared to Corridor 2, the emerging preferred corridor in this location. Further information can be found in section 11.2 in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.3.22	• Support for the route • Support for close parallel routeing.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise landscape and visual impacts of the new overhead line. Support for this approach is noted.
8.3.23	• Suggestion that the new overhead line should be routed to the south of the existing overhead line in the Mount Airy area / Mount Airy airstrip.	We seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 will help to inform further assessment of any potential impacts of the Project in relation to each airfield. As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable whilst considering other constraints and design considerations. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line in the Mount Airy area. The overhead line is routed to the north of the existing overhead line between Riplingham and Brantingham Dale SSSI, largely avoiding the SSSI designation. West of Brantingham Dale SSSI and south of Mount Airy, a line swap over is proposed moving the new overhead line south of the existing, across the A63 and continuing close parallel past Ellerker, instead of an alternative path to the north of Ellerker which would result in the settlement having a overhead line to both its north and south taking the new overhead line away from the existing overhead line.
8.3.24	• The new overhead line is routed too close to South Cave / should further from South Cave.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was presented as part of the stage one non-statutory

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		consultation in 2023. National Grid's preferred alignment routes the new overhead line to the south of the existing 400kV overhead line, south of South Cave and Ellerker and in close parallel with the existing overhead line, to limit the spread of infrastructure and reduce the impact of constructing a new overhead line in this area. This keeps the preferred alignment further from South Cave compared to the more northerly path of the graduated swathe presented during our stage one non-statutory consultation. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.3.25	• Suggestion that the new overhead line should be routed much further to the south, along the banks of the River Humber/Railway line.	Routeing the new overhead line further to the south along the banks of the River Humber/railway line in this area would route an alignment outside of the emerging preferred corridor and graduated swathe, as presented at non-statutory consultation 2023, meaning a close parallel alignment with the existing overhead line could not be achieved in this location. This would increase the spread of infrastructure in this area and potential impacts arising from the Project. There are a number of constraints in this area including the settlements of Swanland, North Ferriby, Melton, Welton, Brough, and Eloughton which would prevent routeing parallel to the railway line. Routeing further south along the banks of the Humber Estuary would also bring the new overhead line closer to the Humber Estuary Ramsar, SAC, SPA and SSSI in this location, together with the Melton Bottom Chalk Pit SSSI and potentially within flood zones 2 and 3 to the southern side of the railway. As such, a route further south along the Humber Estuary is not proposed.
8.3.26	• The new overhead line should be routed several miles further to the south in Section 2, between Brantingham and Elloughton.	Routeing the new overhead line in this area would route outside of the emerging preferred corridor and graduated swathe within, as presented at non-statutory consultation 2023, meaning a close parallel alignment with the existing overhead line could not be achieved in this location. This would increase the spread of infrastructure in this area and potential impacts. A close parallel alignment is preferable in this location, as this would reduce potential impacts on the Yorkshire Wolds Important Landscape Area of Highest Quality. As such, a route between Brantingham and Elloughton is not proposed. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Ecology and Biodiversity		
8.3.27	• Concern about potential negative impact on local wildlife, habitats and river ecology – including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB), Local Planning Authorities and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.28	• Concern about potential negative impacts on Brantingham SSSI • Braningham SSSI should be avoided / protected.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 Brantingham Dale SSSI, through avoidance or mitigation. We will continue to engage with Natural England, Local Planning Authorities and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

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		The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.29	• Concern about negative impacts on trees and woodland • Concern about potential impacts on ancient and mature woodland, including The Yorkshire Wolds • Trees and woodland should be protected.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are also undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we are considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of this, arboricultural surveys will be undertaken to inform on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal, these will be compensated for. Within the Yorkshire Wolds landscape area there are no designated ancient woodlands impacted by the consultation corridor as presented at the non-statutory consultation 2023. There are also no designated ancient woodlands located within any part of the draft order limits presented at statutory consultation. The designated ancient woodland closest to the draft order limits is Birkhill Wood in Section 1 of the route, where a 30-metre stand-off from the woodland edge has informed the position of the order limits. As the design develops National Grid will seek to avoid/minimise impacts to ancient woodland and mature woodland areas in general. Where trees are removed, these will be compensated for and assessed by landscape architects. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
8.3.30	• Further information on BNG including how and where BNG will be delivered is required.	National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
8.3.31	• Concern about negative impacts on migrating birds • Impacts on birds of Blacktoft Sands RSPB Nature Reserve and the East Atlantic Flyway • A full HRA must be undertaken.	National Grid note that the 'East Atlantic Flyway: England East Coast Wetlands' site, is at the time of writing this report on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) Nevertheless, the consideration of other statutory designations for birds will align with the need to consider the tentative UNESCO status in this area. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. 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 Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and

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		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, we consider that an overhead line crossing at the River Ouse would be the most appropriate design solution and would have the least impact on ecological species. Our work to date suggests the addition of a new overhead line sited with careful consideration in the context of the existing overhead line, is unlikely to have significant negative impacts on migrating birds. Routeing the new overhead line in 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. We are carrying out an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC, SSSI and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area.
Economic		
8.3.32	• Negative impact on local businesses • Negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified, these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. As part of this assessment, a range of measures will also be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter (https://www.nationalgrid.com/document/150371/download) sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government published in November 2023 their response to a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
8.3.33	• Maintaining overhead lines is expensive • Maintaining overhead lines is disruptive • Maintaining overhead lines in Section 2 will be difficult.	National Grid has thousands of kilometres of overhead lines across the UK, including the existing overhead line within the route section. We have well established and standardised practices to undertake maintenance works. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. The typical lifespan of an overhead line would be approximately 80 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The lifetime cost for the Project has been considered and presented within the Strategic Options Report 2023 published as part of the non-statutory consultation 2023. This report has been updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).

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Health, Safety and Security		
8.3.34	• Concern about potential negative impacts on the safety of pilots using Mount Airy Airfield • Concern the potential negative impact on operation of Mount Airy Airfield.	National Grid have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 will help to inform further assessment of any potential impacts of the Project in relation to each airfield. As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable whilst considering other constraints and design considerations. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line in the Mount Airy area. The overhead line is routed to the north of the existing overhead line between Riplingham and Brantingham Dale SSSI, avoiding the SSSI designation. West of Brantingham Dale SSSI and south of Mount Airy Airfield, a line swap over is proposed moving the new overhead line south of the existing, across the A63 and continuing close parallel past Ellerker, instead of an alternative path to the north of Ellerker and further away from the existing overhead line.
8.3.35	• Concern that routeing the new overhead line in close parallel with the existing line will increase the health impact for residents in these areas.	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent 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. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead line 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 ensures that health concerns relating to EMFs are properly and adequately addressed. In addition to this, we are undertaking 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 will assess the health effects for residents and employees within close proximity to the area. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. 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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)

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Land		
8.3.36	• Landowners raised concerns about their land being impacted by the Project, including being used for access routes.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy17. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to seek compulsory acquisition powers (if successful) and we would need to rely on these powers in the event a voluntary agreement cannot be reached. We are governed by statutory requirements and supporting guidance when dealing with landowner interests that are affected by the Project. In all circumstances, National Grid must act in a fair and proportionate manner. This extends to full compliance with the Compensation Code that is identified and determined in the relevant legislation provisions as relate to any compulsory acquisition. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.3.37	• Negative impact on farming operations • More difficult to farm arable land • Reduction in amount of agricultural land • Reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
Socioeconomic		
8.3.38	• The views of isolated properties must be taken into account when making decisions on routeing.	National Grid has a duty to have regard to all feedback received during the consultation process, including that of individual landowners and isolated properties. All feedback received from the stage one non-statutory consultation in 2023 and 2024 localised non-statutory consultation has been read by the Project team and all feedback will continue to be considered as the Project develops. All feedback has been recorded and responded to in this report or in the Project documents supporting the 2025 statutory consultation.
8.3.39	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priority, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. This will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.40	• Concern that the new overhead line	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting the new

[17] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

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	will encircle communities/isolated properties.	overhead line in close proximity to existing line, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by an overhead line to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling a new overhead line with existing overhead line.
8.3.41	• The new overhead line is routed too close to residents and villages • The new overhead line should be routed further from residents • The new overhead line should be routed around towns and villages.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priority, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are proposing to route the new overhead line in close proximity to the existing overhead line in route section 2, limiting the spread of infrastructure in this area and the impacts of constructing a new overhead line. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages in Section 2. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.42	• Concern about the negative impact on the recreational sport of shooting in the area, due to the impact on local ecology and wildlife.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ecology, biodiversity and socio-economics. 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, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and socio-economic factors for businesses, and where required appropriate mitigation measures will be implemented. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.43	• Concern about the impact on tourism • Negative impact on the local economy • Negative impact on The Yorkshire Wolds, Wolds Way National Trail and PRoW will reduce visitor numbers to the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses, tourism and Public Rights of Way (PRoW). To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible, remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. Our preferred alignment runs parallel to the existing overhead line in this area to minimise the spread of infrastructure and the visual impact from the Yorkshire Wolds Way National Trail. An Environmental Impact Assessment (EIA) is being carried out to assess the potential impact of the Project, and this will identify the need for any additional mitigation. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of users and tourism businesses (sensitivity) to tourism and PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include traffic management, signage and routeing measures. These measures will be identified within the Environmental Statement (ES) and the Construction Traffic Management Plan (CTMP). The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR),) during our statutory consultation before being refined and submitted in an (ES) which will form part of the eventual DCO application.
8.3.44	• To limit impacts to landowners, a new overhead line and pylons must be	We are and will continue to work with all landowners, including farmers, who may be affected to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. Further information on

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	routed sensitively / to field margins / to field boundaries.	detailed routeing of our proposed infrastructure will be presented during our statutory consultation.
Landscape and Visual		
8.3.45	• Negative impact on the landscape, local views and viewpoints • Negative impact on the beauty of the local countryside • Negative impact on natural greenspaces • The countryside should be protected.	National Grid's preferred alignment in route section 2 routes in close parallel to the existing overhead line in the area where suitable, to limit the spread of infrastructure and the landscape and visual impacts of constructing new overhead lines. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work will be undertaken to allow preliminary judgements to be made about the design and routeing of the Project. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. A Landscape and Visual Impact Assessment (LVIA) will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
8.3.46	• Negative visual impact on the Yorkshire Wolds area • Yorkshire Wolds area is being considered as an AONB • Yorkshire Wolds should be protected.	National Grid has been engaging with Natural England on the proposed extension to the Yorkshire Wolds AONB (AONBs were recently rebranded as National Landscapes however, in legal terms, Natural England would designate an AONB). Due to the distance from the Project, there are unlikely to be effects on the current or extended area of National Landscape. We will continue to monitor the proposals for the extension to the National Landscape as information is published by Natural England. National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. Deciding where and how to build new high voltage electricity line is complex and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. National Grid has carefully considered the potential impacts of Project 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 the Project Corridor Preliminary Routeing and Siting Study (CPRSS), which is available on our Project website. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Our preferred alignment is parallel to the existing overhead line at Woo Dale to minimise the spread of infrastructure in views from the Yorkshire Wolds Way. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.47	• Negative impact on The Wolds Way National Trail • Impacts on The Wolds Way National Trail should be reduced	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. Deciding where and how to build new high voltage electricity line is complex and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. National Grid has carefully considered the potential impacts of the Project at an early

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	• National Trails should be given special consideration like AONBs and National Parks.	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 the Project CPRSS, which is available on our Project website and was presented as part of the non-statutory consultation 2023. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Our preferred alignment is parallel to the existing overhead line at Woo Dale to minimise the spread of infrastructure in views from the Yorkshire Wolds Way. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.48	• Routeing the new overhead line in Section 2 is in contravention of Holford Rules, which states in flat, sparsely populated areas, there is a need to avoid the concentration of wires, resulting in a wirescape.	The Holford Rules are used as a guide for routeing of overhead line infrastructure. Rule 6 states: "In country which is flat and sparsely planted, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concentration or 'wirescape'." In addition, there is also a note on Rule 6 which discusses minimising confusing appearances and to: "arrange wherever practicable that parallel or closely related routes are planned with tower types, spans and conductors forming a coherent appearance; where routes need to diverge, allow where practicable sufficient separation to limit the effects on properties and features between the lines." In route section 2, the landscape is undulating and to the south comprises the escarpment which form the edge of the Yorkshire Wolds. There are few other smaller lines and poles. In order to minimise the effects of the overhead line, the route is proposed to be parallel with the existing 400kV overhead line within route section 2, with similar pylons and spacings to the existing overhead line where possible. This not only creates a coherent appearance as described by the note on Rule 6 but also limits the effects on infrastructure on the wider landscape of the Yorkshire Wolds.
8.3.49	• The new overhead line in Section 2 will have a negative visual impact on local PRoW.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. Deciding where and how to build new high voltage electricity line is complex and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce, and where possible remove, impacts and disruption to PRoW. We are also undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise		
8.3.50	• Concern about noise impacts in the local area • Noise will cause disturbance for local residents.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We are presenting a noise and vibration assessment as part of the EIA. Noise levels and the effect on residential properties as well as other sensitive

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. The DCO will include a requirement to comply with these plans. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.3.51	• National Grid's approach to routeing overhead lines in close parallel with existing lines is inconsistent.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with existing overhead line(s), to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines. In route section 2 of the route, we are proposing to parallel the existing 400kV overhead line for this reason. As part of the design process, we seek to develop the most appropriate design taking into account a range of factors, including the engineering, environmental and socio-economic factors and cost. 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. In particular, where existing overhead lines are present along the proposed route, there may be localised constraints and features that mean, overall, there is insufficient space to accommodate close parallel routeing, or we consider close paralleling would lead to greater effects on receptors in an area and be less compliant with the Holford Rules or be less consistent with the policy requirement to be economic and efficient. As such, it has not always been appropriate, or beneficial, for National Grid to route overhead lines in close parallel with existing overhead lines.
8.3.52	• National Grid's approach to protecting SSSIs, Woodland, AONBs and features is inconsistent.	In developing this Project, National Grid must undertake an Environmental Impact Assessment, the results of which are published in an Environmental Statement submitted as part of our DCO application, for scrutiny during the decision making processes. This is a prescriptive process, which follows the Environmental Impact Assessment Regulations, which set out the procedures to be followed in relation to EIAs undertaken for Nationally Significant Infrastructure Projects, such as the Project, in England Wales. The EIA process ensures that the Project considers all aspects and matters where a likely significant effect may occur. In line with these regulations, National Grid must apply a consistent approach to assessing impacts on SSSIs, Woodland and AONBs (now National Landscapes) in order to fulfil the robust requirements of the DCO process. Should National Grid fail to comply with these regulations, development consent for the Project would not be granted. Any changes to a designated site require assent/ consent from the relevant managing authority/ entity. National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse effects, and we carefully consider these along with technical requirements and cost when developing our Projects.
8.3.53	• Concern the Project may require blackouts or cause disruption to the local power supply.	The Project works will have no impact on your electricity supply. The work that we need to carry out is on part of the National Electricity Transmission System (NETS) and will have no direct effect on homes, businesses, schools and other premises in the local area. Where any Distribution Network Operator (DNO) works are required, occupiers would be notified by their DNO well in advance and would be planned for appropriately.
8.3.54	• There is already too much infrastructure in the area • There are already overhead lines in the area • More infrastructure should not be constructed in the area.	Four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). 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. National Grid will, as part of the Environmental Statement (ES) for the Project, undertake a cumulative impact assessment 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

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		(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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.3.55	• National Grid is using funding to remove pylons elsewhere in the country, so should not be installing more in this area.	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 Dorset, Snowdonia and the Peak District. 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, we 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. The feedback received at the stage one non-statutory consultation has been carefully considered and has been taken into account alongside our further assessments, as we have developed more detailed proposals for our stage statutory consultation, where stakeholders have an opportunity to comment on our preferred alignment and the Project proposals further.
8.3.56	• The installation of a new overhead line to improve the environment by including green energy into the grid, will cause harm the local environment.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing and siting. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.3.57	• National Grid must consider already planned developments • National Grid should engage and work with local planning authorities and developers.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. We will also continue to engage with local planning authorities and developers of infrastructure projects and other National Grid project teams in the area.
Walkers, cyclists and horse riders		
8.3.58	• Concern that the new overhead line in Section 2 will have a negative impact on local PRoW, which attract lots of people to the local area. Impacts to the Wolds Way National Trail was a particular concern for residents.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are proposing a preferred alignment parallel to the existing overhead line at Woo Dale to minimise the spread of infrastructure in views from the Yorkshire Wolds Way National Trail.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops.
8.3.59	• Concern that the construction period will increase safety risk for walkers, cyclists and horse riders who use local roads and PRoW.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. 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, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.

8.4 Route Section 3: A63 dual carriageway to River Ouse

Figure 8-3 Consultee Sentiment towards Route Section 3: A63 dual carriageway to River Ouse in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

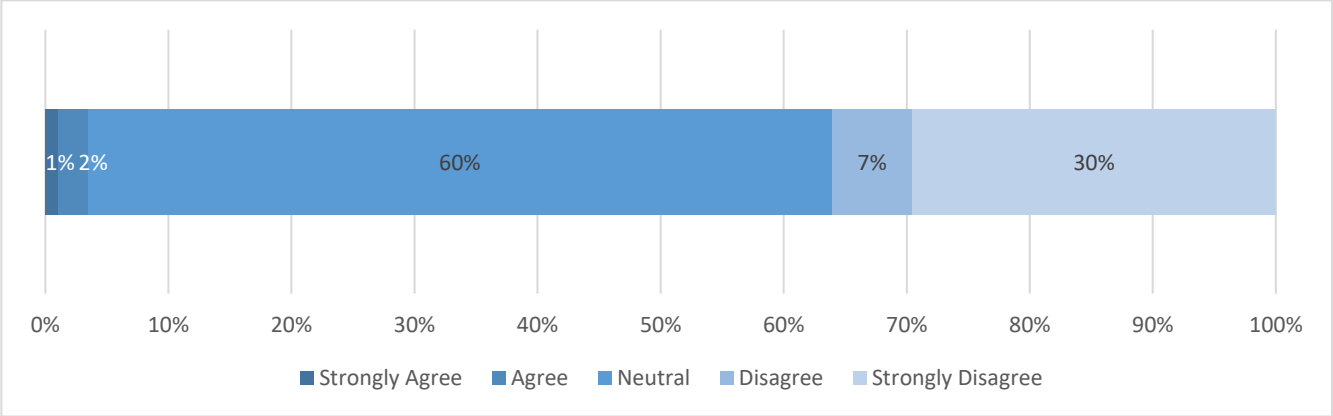


Table 8.3 - Route Section 3 – A63 Dual Carriageway to River Ouse Crossing - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.4.1	• Negative impact on infrastructure in the local area during the construction period • Large vehicles not suitable for local roads • Local roads can't handle construction, agricultural and commuter traffic • Construction will be disruptive.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
8.4.2	• Concern that local villages lack the facilities to manage a large influx of construction workers to the local area.	National Grid will undertake an assessment of the effect of construction workers on local housing accommodation, as well as the capacity of the B&B / hotel sector as part of the Project's Environmental Impact Assessment (EIA). The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.3	• Concern about construction impacts on PRoW in the local area • Concern about impact on safety of PRoW users during the construction period.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. In addition to this, National Grid, will be undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. National Grid is committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
8.4.4	• Concern about construction impact on local wildlife and habitats • Construction will disrupt wildlife and habitats • Concern about construction noise impact on wildlife and habitats • Construction impacts to RSPB Blacktoft Sand Nature Reserve and the East Atlantic Flyway.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. In addition to this, a Habitat Regulations Assessment (HRA) will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC. SSSI and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. 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 preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts, and mitigation measures and techniques in this area where required. We will continue to take the views of these key consultees into account as the Project continues to develop. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ecology biodiversity for both the construction and operational phases, and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Consultation		
8.4.5	• Design options cause community division • Ellerker and Broomfleet option will divide communities.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website and was presented at our stage one non-statutory consultation in 2023. National Grid's consultation sought to receive feedback on proposals at an early stage. It was not the intention to incite community division. These proposals involve a degree of optionality, in order to allow local and specialist stakeholders to provide us with their knowledge and have their say on outline plans. The feedback received at the non-statutory consultation has been carefully considered, and has been taken into account alongside our further assessments, as we have developed our preferred alignment presented during our statutory consultation for stakeholders to provide further feedback upon.
8.4.6	• The design included in the consultation materials in Section 3 was unclear.	An interactive map was and continues to be available on the Project website so that interested parties can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We have reviewed how we present materials at our statutory consultation, including the presentation of maps, and have sought to balance this with the scale of the Project. Consultation materials provide details on how to attend consultation events and how to contact the Project team to discuss the Project and any content within the materials.
8.4.7	• National Grid should engage expert bodies, such as UNESCO, RSPB and Local Authorities around their design in Section 3.	National Grid has and will continue to engage with the listed bodies and other specialist stakeholders. We note that the east coast wetlands is currently on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) as part of the east Atlantic flyway UNESCO site. Nevertheless, the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area.
Cultural Heritage		

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.4.8	• Concerns about negative impacts on listed buildings and features. • Concern about potential negative impact on local historic settlements / villages / conservation villages and areas. • Cultural heritage studies / excavation / exploration should be undertaken in Section 3 to check for heritage assets.	Through routeing and siting National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid is undertaking a Historic Environment assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. This includes a suite of archaeological surveys to help understand the baseline historic environment. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation, before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.4.9	• New overhead line is too close to Ellerker / should be further from Ellerker.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line to the south as they pass Ellerker. This routes the overhead line further from Ellerker than the existing overhead line. This is in line with feedback received to this consultation, limiting the spread of infrastructure in this area, and reducing the landscape and visual impacts of constructing a new overhead line in this area. We have updated our proposals in the light of non-statutory consultation feedback, and we will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary.
8.4.10	• Suggestion that the new overhead line should be routed in close parallel with the existing overhead line close to Ellerker • Suggestion that the new overhead line should be routed to the south of Ellerker • Suggestion that the new overhead line should be routed to the south of the existing overhead line near Ellerker.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing the new overhead line. National Grid's preferred alignment routes the new overhead line in close parallel to the south of the existing overhead line, to the south of Ellerker. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area. The preferred alignment also avoids encircling Woo Dale properties and existing trees help filter views of pylons along the edge of the Wolds reducing the landscape and visual impacts of constructing a new overhead line in this area.
8.4.11	• Suggestion that the new overhead line should be routed to the south of Ellerker, and a line swap-over should take place north of Woo Dale, to route the line in the swathe shown on the map in Section 2 • Suggestion that the new overhead line should be routed to the south of the existing line in the Ellerker area. A line swap-over should take place in the vicinity of the A63, to bring the line to the north of Brantingham Dale.	National Grid's preferred alignment routes close parallel to the south of the existing overhead line, to the south of Ellerker. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the landscape and visual impacts of constructing a new overhead line in this area. For the preferred alignment a line swap-over takes place to the north of Woo Dale, rather than at the A63. National Grid also reviewed the option to route the new overhead line to the north of the existing overhead line in this area, with a line swap-over taking place at the A63 as presented in the graduated swathe. This option was less preferred as we could not continue close parallel due to avoiding Woo Dale properties, located to the north of the existing overhead line in this area. This option would also have resulted in those properties having an overhead line to each side. The preferred alignment to the south avoids these impacts. In addition to this, the alignment to the north routes the overhead line in open landscape, meaning the pylons would likely be visible when looking north from the village of Ellerker. Whereas, the preferred alignment runs in close parallel to the existing overhead line, reducing their visual impact, and allowing the pylons opportunity to be hidden in the landscape.

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8.4.12	• Suggestion that the new overhead line should be routed to the north of Ellerker.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, to the south of Ellerker. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing the new overhead line. Routeing the new overhead line to the north of Ellerker would go against the majority of those who indicated a preference to route north or south of Ellerker within the feedback received by National Grid. We also endeavour to avoid encircling villages and we consider that a north route would have this effect an so, increasing landscape and visual impacts and increasing impacts to local residents. In addition to this, there is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of new overhead line on migrating birds in the area, particularly when in close proximity to the local SSSI, SAC and SPA.
8.4.13	• Suggestion that the line should be routed underground in Section 3 • The overhead line should be undergrounded in proximity to towns and villages in Section 3.	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 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 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. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the preferred alignment and land requirements where practicable as we receive further feedback and as the Project develops.
8.4.14	• Suggestion that the new overhead line should be routed underground from Ellerker through to Woo Dale.	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 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 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. 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 it is therefore proposed as an overhead line at this stage. We will carefully consider feedback from our first stage of our consultation on the question of undergrounding and other aspects, as we develop more detailed proposals. We are carrying out an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. The results of the initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.15	• Suggestion that the new overhead line should be routed much further to the east in Section 2, so they are routed across the river to cross at Winterton.	The approach to developing the Study Area for the Project was based on balancing NGET's duty to develop an economical system of transmission (Section 9 of the Electricity Act 1989), with Holford Rule 1 which is to "avoid altogether, if possible, the major areas of highest amenity value, by so planning the general route of the first line in the first place, even if the total mileage is somewhat increased in consequence". The first step involved joining the two connection points, a new substation at Creyke Beck (known as Birkhill Wood) in the north and a new substation at High Marnham in the south, in the most economic manner: a straight line between the two connection points. The straight line was deviated to cross the River Ouse upstream of the confluence with the River Trent to meet with the requirements of Holford Rule 1, though minimising the width of the crossing of the Humber Estuary SAC, SPA and Ramsar sites, also thereby avoiding the main populations in Hull and Scunthorpe. For these reasons the suggested request has not been taken forward however we will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.4.16	• Suggestion that the new overhead line should be routed to the north of Broomfleet. • Suggestion that the new overhead line should be routed in close.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing a new overhead line. National Grid's preferred alignment routes the new overhead line in close parallel, to the north of the existing overhead line, to the north of Broomfleet. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. The proposed close parallel alignment is also preferred from an ecological perspective as it does not introduce a new barrier to bird movement and reduces collision risk further. More work will be undertaken on this as part of the Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on ecology and ornithology and if necessary, the bird risk mitigation requirements. We will continue to engage with Natural England on aspects relating to ecology and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.17	• Parallel with the existing line in the Broomfleet area.	
8.4.18	• Suggestion that the new overhead line should be routed in the north of the northern part of the swathe in the Broomfleet area.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, to the north of Broomfleet (within the central path of the graduated swathe). This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Routeing the new overhead line in the northern path of the graduated swathe and emerging preferred corridor in the Broomfleet area would result in a longer route and introduces additional pylons compared to the National Grid's preferred alignment. This would increase landscape and visual impacts in this area. In addition to this, there is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of a new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. This suggestion would present a barrier to bird movement in this area, and potentially impact a priority habitat and local wildlife site. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.4.19	• Suggestion that the new overhead line should be routed much further to the north of Broomfleet, north of Providence farm, to Walling Fen.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, to the north of Broomfleet. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Routeing the new overhead line to the north of the swathe and corridor in the Broomfleet area would result in a longer route, and introduce additional pylons compared to the National Grid's preferred alignment. This would increase landscape and visual impacts to a greater number of localised properties. There is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. This suggestion would present a barrier to bird movement in this area as whilst a more northern route is further from the Humber Estuary designations, it would not be closely paralleled resulting in an additional flight barrier and collision risk between the River Ouse and North Cave wetlands to the north. For these reasons the suggested request has not been taken forward. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.4.20	• Suggestion that the existing overhead line in Section 3 should be decommissioned.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines as these are needed in addition to the reinforcement. 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 has been updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).
8.4.21	• Suggestion that the new overhead line should be routed in close parallel with the existing line in the Blacktoft area.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the landscape and visual impacts of constructing the new overhead line. National Grid's preferred alignment routes the new overhead line in close parallel, to the north of the existing overhead line, to the north of Blacktoft. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

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87.4.22	• New overhead line too close to Broomfleet / should be further from Broomfleet.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, to the north as they pass Broomfleet. This is in line with feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the landscape and visual impacts of constructing a new overhead line in this area. The preferred alignment routes the new overhead line further to the north of Broomfleet than the existing overhead line. For these reasons the suggested request has not been taken forward. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.4.23	• Suggestion that the new overhead line should be routed to the south of Broomfleet.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, to the south of Ellerker. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Routeing the new overhead line to the south of Broomfleet would be contrary to the majority of those who indicated a preference to route north or south of Broomfleet within feedback received and result in a transmission line on either of Broomfleet village, increasing landscape and visual impacts and increasing impacts to local residents. In addition, there is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of a new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. Routeing the new overhead line to the south of Broomfleet would create a barrier to migration in this area. For these reasons the suggested request has not been taken forward. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.4.24	• Opposition to routeing new line through Section 3 • An alternative route should be sought.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. We have updated our proposals in the light of non-statutory consultation feedback, and our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.4.25	• National Grid must consider the main water pipe from Barmby on the Marsh to Hull, which runs along much of the same path as the corridor. National Grid should allow room for the replacement of the pipe in future.	Comment noted. National Grid consider existing utilities, such as pipelines, as part of our assessment process.
8.4.26	• Suggestion to route the new overhead line in close parallel with the existing line(s).	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the landscape and visual impacts of constructing the new overhead line. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line in Section 3, in accordance with this request.
8.4.27	• Suggestion to route the new overhead line via the shortest and most direct route.	Comment noted. As part of the design process, we seek to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. Where appropriate, National Grid will seek to take the shortest and 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. However, this is just one of a number of factors that are considered in the routeing of overhead line, where it is often appropriate to diverge from the most direct route to reduce impact on a variety of different receptors.
8.4.28	• Suggestion that the new overhead line should cross the river at Yokefleet,	The preferred alignment follows the existing overhead line across the River Ouse. The opportunity was identified to close parallel the existing 4ZQ 400kV overhead line through the corridor across the River Ouse, thereby avoiding the introduction of a new overhead line into an open stretch of river.

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	which results in the avoidance of the villages on the south bank of the River Humber.	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. For these reasons the suggested request has not been taken forward however we will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.
8.4.29	• Suggestion that the new overhead line should be routed much further to the south in Section 3, so it runs in a near-straight line from the A63 to the East of Blacktoft.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing a new overhead line. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line throughout route section 3, which is in agreement with wider feedback received to this consultation in Section 3. Routeing in close parallel limits the spread of infrastructure in this area and reduces the landscape and visual impacts of constructing a new overhead line. Routeing the new overhead line to the south of Broomfleet would be contrary to the majority of those who indicated a preference to route north or south of Broomfleet within feedback received, and result in the encirclement of Broomfleet village, increasing landscape and visual impacts and increasing impacts to local residents. In addition to this, there is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. Routeing the new overhead line further to the south in this section could create a barrier to migration in this area. For these reasons the suggested request has not been taken forward however we will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.
8.4.30	• Suggestion that the new overhead line should route around residents • The overhead line should route around highly populated areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route the new line away from residential property on grounds of general amenity where possible. National Grid's preferred alignment in route section 3 routes the new overhead line in close parallel with the existing overhead line in this route section. This is in agreement with feedback received to this consultation regarding route section 3, limiting the spread of infrastructure in this area and reducing the impacts of constructing a new overhead line. Although in close parallel, National Grid has routed the new overhead line further from populated areas (Ellerker and Broomfleet) than the existing overhead line is within the route section. Through routeing and siting, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. Where significant effects are anticipated, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.31	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new infrastructure will be required to accommodate the changing demands on the network.
8.4.32	• Concern that routeing the new overhead line in close parallel with the existing line will increase the health impact for residents in these areas.	In the UK, there are exposure limits in place to protect against electric and magnetic field (EMF) exposure. These exposure limits have been set by an independent authoritative scientific body who carefully review all science around magnetic fields and health. After decades of research into EMF and health there are no established health effects below the exposure limits. National Grid will ensure that all overhead lines comply with those exposure limits, which again will be publicly available as part of the Development Consent Order (DCO) process. Compliance is determined by calculations of the EMF according to a Code of Practice set by Government. These calculations have been validated against measurements, and the Government guidance provides details of how these calculations are performed, which we follow. 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

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		with those exposure limits. 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. We are undertaking 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 will assess the health effects for residents and employees within close proximity to the area. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
8.4.33	• Suggestion that the new overhead line should be routed in Corridor 1 in Section 3. This places them much further to the north, towards Market Weighton.	We 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 appraisal findings and explanation for not selecting Corridor 1 was that Corridor 1 required a significant number of deviations from close parallel to avoid settlements, proposed developments and existing wind turbines, this was also a less direct and longer route when compared to Corridor 2, thereby conflicting with Holford rules. Further information on corridor selection and assessment can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in support of the stage one non-statutory consultation in 2023 and available on our project website.
Ecology and Biodiversity		
8.4.34	• Concern about negative impacts on trees and woodland • Trees and woodland should be protected.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will continue to engage with Natural England 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 continues to develop. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we are considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of this, arboricultural surveys will be undertaken to inform on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal these will be compensated for and actioned by Landscape Architects. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation, before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which

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		will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
8.4.35	• Concern about potential negative impacts on birds in Section 3 • Negative impact on Blacktoft Sands RSPB Nature Reserve • Negative impact on East Atlantic Flyway • A full HRA must be undertaken in Section 3.	National Grid note that the east coast wetlands is currently on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) as part of the East Atlantic Flyway UNESCO site. Nevertheless, the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of 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, through avoidance or mitigation. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.36	• Suggestion that the new overhead line should be routed underground in Section 3 in order to minimise the impact of the Project on migrating birds, who use Blacktoft Sands RSPB Nature Reserve and the East Atlantic Flyway migration route. • A new overhead line should not be routed in Section 3, and a new route should be sought, to reduce the impact on birds that use the East Atlantic Flyway.	National Grid note that the east coast wetlands is currently on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) as part of the East Atlantic flyway UNESCO site. Nevertheless, the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area. 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of 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, through avoidance or mitigation. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. 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 preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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 ongoing assessment process, and our engagement with Natural England the RSPB, our current preferred alignment routes the new overhead line in close parallel with the existing overhead line in this area. Although undergrounding may reduce the potential for collisions, it comes with potentially significant potential adverse impacts during construction, and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. It is also 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. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

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		The Environmental Impact Assessment (EIA) for the Project is assessing the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.37	• Suggestion that the new overhead line should not be routed to the north of Ellerker, to reduce the impact on birds that use the East Atlantic Flyway. • Suggestion that the new overhead line should be routed in close parallel to the existing overhead line in Section 3, routeing to the south of Ellerker and to the north of Broomfleet, to reduce the impact on birds that use the East Atlantic Flyway. • Suggestion that the new overhead line should be routed to the north of Ellerker in Section 3, to reduce the impact on birds that use the East Atlantic Flyway.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line, throughout Section 3 to the south of Ellerker and north of Broomfleet. This is in line with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the landscape and visual impacts of constructing a new overhead line. There is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of a new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
8.4.38	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR),during our statutory consultation before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.39	• Concern that the Project will have a negative impact on Broomfleet Washlands, located either side of Market Weighton Canal. The washlands are home to a number of wetland species and managed under an environmental scheme.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. National Grid's preferred alignment routes the new overhead line in close parallel to the existing overhead line in in the Broomfleet area. This routes the overhead line south of the Broomfleet Washlands area. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of routeing takes account of existing biodiversity, the natural environment

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		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 Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.40	• Concern about the negative impact on The Yorkshire Wolds • Concern regarding negative impact on mature and ancient woodland near the Yorkshire Wolds • The Yorkshire Wolds is an area of beauty that should be protected.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we are considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of this, arboricultural surveys will be undertaken to inform on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal these will be compensated for and actioned by Landscape Architects. Within the Yorkshire Wolds landscape area there are no designated ancient woodlands impacted by the consultation corridor. As the design develops National Grid will seek to avoid/minimise impacts to ancient woodland and mature woodland areas in general. Where trees are removed, these will be compensated for and assessed by landscape architects. We will continue to engage with Natural England and all other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Environment		
8.4.41	• Concern that land in the Broomfleet area is not suitable for construction of a new overhead line due to existing issues with the subsoil.	As part of the ongoing Project development more detailed ground investigation and soil (topsoil and subsoil) surveys will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve. Topsoil and subsoil textures will be identified to support the detailing of soil handling strategies for different soil types. The Environmental Statement (ES) will include a risk assessment in relation to contamination that is likely to be present, and mitigation measures put in place where required, and a protocol will be included within the Outline Code of Construction Practice (CoCP) for dealing with any unexpected contamination. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.42	• Concern about potential negative impact on the local environment • Project does not fit with broader UK government aims to enhance and protect the environment.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the local environment. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2025. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities

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		(LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. routeing The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Flood Risk		
8.4.43	• Concern that the Project will increase flood risk • This area is a flood plain with a high water level • Engagement with the Environment Agency on flooding must be undertaken.	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we will continue to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. Where avoidance is not practicable, the Flood Risk Assessment (FRA) that will be prepared in support of the EIA will identify any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project. We will continue to engage with the Environment Agency and all other relevant stakeholders on aspects relating to flood to ensure that the development does not increase flood risk or exacerbate any existing drainage issues. The Environmental Impact Assessment (EIA) will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Health, Safety and Security		
8.4.44	• Concern about potential negative impacts on safety and operation of Mount Airy Airfield.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a preferred alignment, National Grid has fully considered and sought to find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted as the design of the Project continues and reasonable and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
Land		
8.4.45	• Negative impact on farming operations • More difficult to farm arable land • Reduction in amount of agricultural land • Reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
8.4.46	• Concerns from land ownwers about their land being impacted by the	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy[18]. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A

[18] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

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	Project, including being used for access routes.	Development Consent Order provides the ability to seek compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.4.47	• Concern that impacted landowners will not be offered fair compensation if a pylon is placed on their land.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy[19]. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to seek compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
Landscape and Visual		
8.4.48	• Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside • Negative impact on the rural character of the area and natural greenspaces • The countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented as part of the non-statutory consultation 2023. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing a new overhead line. The preferred alignment in route section 3 routes in close parallel to the existing overhead line in the area where suitable, to limit the spread of infrastructure and the impacts of constructing the new overhead line. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.49	• Mitigation should be included for visual impacts • Natural screening should be used, such as trees and hedgerows • National Grid should show residents how new pylons will look.	During routeing, the use of natural vegetation for screening has been considered in line with the Holford Rules. In Section 3, the route would be to parallel with similar pylons and spacings to the existing overhead line to create a coherent appearance, so using existing vegetation to screen has been limited. A series of wirelines and photomontages will be provided as part of the suite of documents which will accompany the EIA which will illustrate what the Project will look like from selected locations agreed with stakeholders.

[19] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

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		We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. This could include proposing trees and hedgerows to reduce the visual impacts. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.50	• Negative visual impact of close parallel lines • Close parallel lines increases impact on existing communities and villages • Concern regarding creation of a wirescape.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the spread of infrastructure in these areas, and their impacts. National Grid's preferred alignment in Section 3 routes in close parallel to the existing overhead line in the area where suitable, to limit the spread of infrastructure and the impacts of constructing a new overhead line. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise		
8.4.51	• Negative impacts of operational and construction noise • Noise disturbance to residents, areas of beauty, local habitats and PRoW.	National Grid is undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, including Public Rights of Way and sensitive ecological sites. These are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible.
Planning		
8.4.52	• National Grid must consider already planned developments • National Grid should engage and work with local planning authorities and developers.	With regards 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 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 will be considered within the cumulative impact assessment of the Project presented as part of the Environmental Statement (ES). Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

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8.4.53	• There is already too much infrastructure in the area • There are already overhead lines in the area • More infrastructure should not be constructed in the area.	Four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). 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. National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable. National Grid will continue to consider this feedback as it develops proposals further to identify a preferred alignment for the new overhead line.
8.4.54	• Concern about the impact of the new overhead line on the railway lines to the south of Broomfleet village.	National Grid will liaise with Network Rail throughout the process as the design evolves and through the Traffic and Transportation Chapter within the ES will identify the numbers of construction vehicles that will need to cross any level crossings so that the level of impact can be quantified and agreed. During the construction phase, the Contractor will comply with relevant Network Rail requirements and safety measures for working near a railway, to ensure that both the workers and the railway can operate safely.
Socioeconomic		
8.4.55	• Maintaining overhead lines is expensive • Maintaining overhead lines is disruptive • Concern the Project and maintenance may require blackouts • Maintenance will be increasingly frequent due to climate change.	The Project works will have no impact on your electricity supply. The work that we need to carry out is on part of the National Electricity Transmission System (NETS) and will have no direct effect on homes, businesses, schools and other premises in the local area. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project.
8.4.56	• Concern the Project will encircle communities and properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting the new overhead line in close proximity to the existing line, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by an overhead line to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided in certain areas. Detailed assessment reported in the Environmental Statement (ES) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling the new overhead line with existing overhead lines. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.4.57	• Concern about potential negative impact on local residents / local residents' quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. This will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), as part of our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.58	• Concern that the new overhead line in Section 3 will have a negative impact on popular local PRoW • Negative impact on visitor numbers to the local area as new overhead line will spoil PRoW, and their views • Detrimental impact on tourism and the economy.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are proposing an alignment parallel to the existing overhead line in this route section to minimise the spread of infrastructure in views from the Yorkshire Wolds Way National Trail. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.59	• Negative impact on local businesses and services • Negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified, these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. As part of this assessment, a range of measures will also be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.60	• Concern that routeing the new overhead line through Section 3 will have a negative impact on local properties.	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 impacts on residential properties are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of residents

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		(sensitivity) to disruption and severance impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.4.61	• The new overhead line does not provide any benefits to the communities that it negatively impacts.	There is a need to reinforce the existing high voltage electricity network between the north of the England and the midlands. It does not currently have the capability needed to reliably, and securely, transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The proposal will benefit the UK as a whole including local communities by contributing to our energy security in the future, ensuring that the national grid meets future power demands
8.4.62	• Concern that the Project will have a negative impact on the popular recreational sport of shooting in the area, due to the impact on local ecology and wildlife. Suggestion that shooting supports the local economy.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ecology, biodiversity and socio-economics. 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, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and socio-economic factors for businesses, and where required appropriate mitigation measures will be implemented. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of the receptor (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.4.63	• Concern that the new overhead line in Section 2 will have a negative impact on tourism, and the local economy.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Where impacts on tourism are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of users and tourism businesses (sensitivity) to tourism and PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Technology		
8.4.64	• The pylons for the new overhead line should match the existing pylons in the area, to minimise their visual impact.	We will endeavour to use a similar design to the existing pylons which run between the existing substation at Creyke Beck and Keadby for the Project. In Section 3, the draft route alignment runs parallel to the existing overhead line to create a coherent appearance. A series of wirelines and photomontages will be provided as part of the suite of documents which will accompany the EIA which will illustrate what the Project will look like from selected locations agreed with stakeholders. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Water Environment		
8.4.65	• Concern about negative impacts on local watercourses.	National Grid has sought to and will continue to seek to reduce the impact on watercourses 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 will be prepared will 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 will be prepared, working closely with the Environment Agency and local authorities to agree any mitigation measures to avoid or reduce negative impacts.

8.5 Route Section 4: River Ouse crossing

Figure 8-4 Consultee Sentiment towards Section 4: River Ouse crossing in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

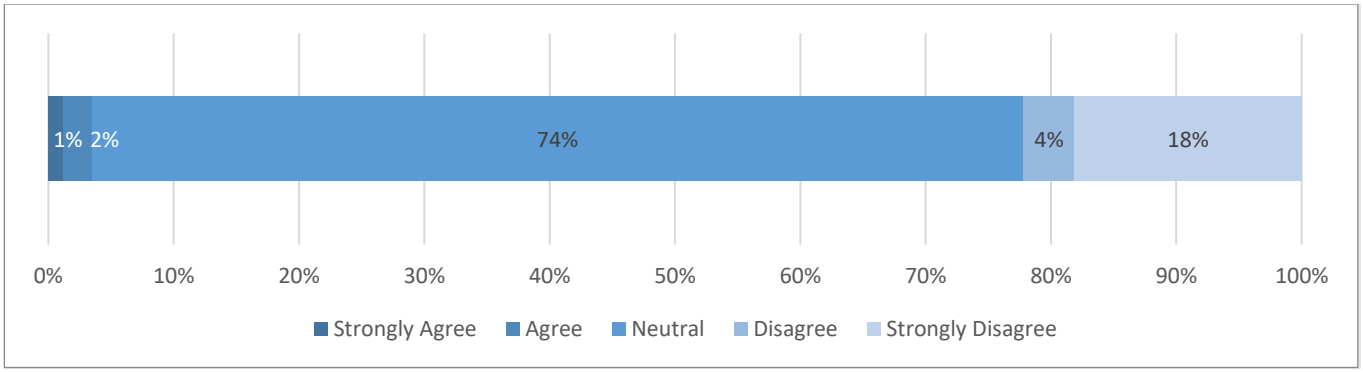


Table 8.4 - Route Section 4 - River Ouse Crossing - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.5.1	• Negative impact on infrastructure in the local area during the construction period • Large vehicles not suitable for local roads • Local roads can't handle construction, agricultural and commuter traffic • Construction will be disruptive • Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
8.5.2	• Concern about the impacts of construction activity, such as heavy traffic and drilling, on property in Section 4, including residents of Ousefleet.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise and vibration levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise and vibration levels where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.3	• Negative impacts of operational and construction noise • Noise disturbance to residents • Construction must be undertaken at sociable hours.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Consultation		

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.5.4	• National Grid should provide greater choice of route in Section 4.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website and was presented as part of the non-statutory consultation 2023. National Grid has developed its preferred alignment 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). In addition to this, as part of this 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 CPRSS and to use underground cabling in this area. We've updated our preferred alignment in light of feedback received during the non-statutory consultation, and the justifications for taking our chosen preferred alignment are outlined in the Design Development Report presented as part of the statutory consultation.
Cultural Heritage		
8.5.5	• Negative impacts on listed buildings, features and heritage assets.	Through routeing and siting National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.5.6	• Suggestion that the new overhead line should be routed in close parallel with the existing overhead line.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing the new overhead line. In this case having the new line in close parallel with the existing would create a substantial pinch point (40m) in Ousefleet between residential properties and would require barns to be dismantled to facilitate the new overhead line. Through routeing and siting, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. Where significant effects are anticipated, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.7	• Suggestion that the new overhead line in Section 4 should be routed in the eastern swathe.	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. The preferred alignment routes to the west of the existing overhead line in this location. A route to the east of the existing overhead line would introduce line swap overs and underground cable duck-unders that a western crossing would avoid, further adding complexities, cost, requirements for outages (line swaps) and potentially a longer construction programme. In addition, routeing in the eastern part of the graduated swathe would require routeing through a significant pinch point at Ousefleet between residential properties and would require barns to be dismantled to facilitate the new overhead line. As well as the technical complexities of routeing in the eastern path of the graduated swathe, ornithological advice is currently that a western parallel crossing would be preferred as it takes the new overhead line further away from a RSPB reserve. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.8	• The new overhead line should be routed underground as they cross the River Ouse.	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 the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		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 Areas of Outstanding Natural Beauty (AONB), 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 assessments to date, there are insufficient policy justifications to use underground cabling in this location. We have carefully considered feedback from our non-statutory stage of consultation on the question of undergrounding and other aspects, as we have developed our more detailed proposals for statutory consultation. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.9	• Suggestion that the new overhead line should be routed much further to the east in route section 4, between Ousefleet and the RSPB Blacktoft Sands Nature Reserve/Adlingfleet.	Although an alternative route between Ousefleet and Adlingfleet, would bring the line further away from residential properties at Ousefleet to the west, routeing the overhead line this far to the east would cross the Humber Estuary nationally designated sites (SPA, SAC, SSSI, Ramsar) and cross the RSPB Blacktoft Sands Nature Reserve at a wider point than currently proposed. This alignment would also mean the new overhead line would be routed further away from the existing overhead lines at the river crossing which could cause disruption to flightpaths and increase likelihood of bird strike. Assessment of Ornithology will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead line has been agreed with Natural England targeting wintering / passage birds. Surveys have commenced with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.10	• Suggestion that the new overhead line in Section 4 should be routed in the western swathe.	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. The preferred alignment sits to the west of the existing overhead line, in accordance with this request. This western alignment avoids the need for line swap overs and underground cable duck-unders that would be introduced through a eastern alignment. The preferred alignment avoids adding complexities, cost, requirements for outages (line swaps) and potentially a longer construction programme and routeing through a significant pinch point at Ousefleet between residential properties and would require barns to be dismantled to facilitate the new overhead line. In addition to the technical complexities ornithological advice is currently that a western parallel crossing would be preferred to an eastern parallel crossing, as this would keep the new overhead line further away from a RSPB reserve. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.11	• Suggestion that the new overhead line in Section 4 should be routed underground.	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 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 in this location.
8.5.12	• Opposition to routeing new line through Section 4 • An alternative route should be sought.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website. We have carefully considered feedback from our non-statutory stage of consultation, as we have developed our more detailed proposals for statutory consultation. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.13	• Suggestion that the new overhead line should be routed in Corridor 1 in Section 4. This routes them much	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 the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	further to the west, towards Moorends.	Corridor 1 provided a much longer and less direct option than Corridor 2 and 3, and therefore performed poorly in terms of NGET's statutory requirements. Corridor 1 faced substantial constraints, with numerous land use limitations such as holiday parks, residential areas, recreational sites, landfills, and scattered woodland. These constraints led to technical challenges in pylon placement due to limited space. Additionally, unavoidable large constraints existed, notably a housing planning allocation to the south of Retford that spanned the corridor's width. Proximity to other constraints, including Thorne and Hatfield Moors designated sites, Doncaster Sheffield Airport, and Retford (Gamston) Airport, further complicated the situation. While there was a limited opportunity for close parallel alignment in the southern part of Corridor 1 along the existing 275 kV XE overhead line, it was considered insufficient to make this corridor a favourable choice.
8.5.14	• Suggestion that the new overhead line should be routed in the eastern part of Corridor 2 in Section 4. This routes them further to the west, through marsh land, allowing them to route to the south west of Crowle.	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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website. An eastern crossing within Corridor 2 would introduce a new crossing on the approach to a meander of the river introducing transmission infrastructure into an area currently unaffected by this type of development, and visual impacts due to its proximity to properties and the settlements of Saltmarshe and Reedness. This area contains mud banks, sand banks, reedbed and wet grassland which increase the potential for bird species to be present and increase the potential for adverse ecological impacts. This corridor would introduce infrastructure into a section of the River Ouse that currently has none, creating an entirely new hazard for birds moving along and around the river corridor. As such an overhead line in the eastern part of Corridor 2 could potentially affect the integrity of the Humber Estuary designated sites.
8.5.15	• Suggestion that the new overhead line in Section 4 be routed much further to the east, through Barton-upon-Humber rather than Ousefleet.	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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website. Crossing of the river in this location would require a tunnel solution due to an approximately 2km river distance, increasing complexity and costs which can be avoided through the preferred alignment.
8.5.16	• Suggestion that the existing overhead line in Section 4 should be routed underground.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
8.5.17	• Suggestion that the new overhead line should not be routed in close parallel to existing overhead lines in Section 4, as this will increase their visual and health impact upon Ousefleet residents	Through routeing and siting, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead lines, to minimise the impacts of constructing new overhead lines. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead lines in Section 4 as this reduces adverse landscape and visual impacts and minimises potential bird collision risks. With regards to health, The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines will be designed to ensure they are fully compliant with these policies and guidelines. Where overhead lines are proposed in close proximity to one another, these will be designed so the total fields do not to exceed these exposure guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. We are undertaking 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 will assess the health

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
8.5.18	• The new overhead line should be routed under the sea, and cut inland where required.	National Grid does consider all viable technology options, including underground cable and sub-sea cables as part of identifying a preferred strategic option. That work has been published in the 2023 Strategic Options report. A full evaluation of technologies and costs used in our assessments can be found in "Strategic options technical appendix 2020/2021 price base".
8.5.19	• The new overhead line are too close to Ousefleet village / should be further from Ousefleet village.	As part of the design process, we 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. 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 the Project CPRSS, which is available on our Project website and was presented as the non-statutory consultation 2023. Corridor 3 was preferred for the River Ouse crossing, primarily as it provided opportunity to close parallel with the existing transmission line. Ornithological advice is currently that a close western parallel with the existing line offers potential benefits in relation to bird collision risk, as there are no reported issues with bird strike on the existing overhead line. The introduction of infrastructure into a section of the River Ouse that currently has none, would create an entirely new hazard for birds moving along and around the river corridor. In addition, Corridor 3 has a shorter overall length of overhead line and the most direct route in accordance with our statutory requirement to consider the most economical network and in agreement with Holford Rule 3. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.20	• The new overhead line should avoid local towns and villages, instead of taking the shortest and most direct route, which negatively impacts residents.	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. Through routeing and siting, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. Whilst the length of the route is a consideration in the routeing of overhead lines, this is just one of a number of factors that are considered where it is often appropriate to diverge from the most direct route to reduce impact on a variety of different receptors. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead lines in Section 4 to avoid creating an entirely new visual impact and hazard for birds moving along and around the river corridor. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. Where significant effects are anticipated, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.21	• Concern that the new overhead line will oversail properties in Ousefleet village.	The preferred alignment runs broadly parallel to the existing line, but deviates slightly westwards at Ousefleet, south of the river, to offer opportunities to avoid any new overhead line oversailing residential properties and to avoid construction activities within the Hall Garth Moated Site, a Scheduled Monument.
8.5.22	• Suggestion that the new overhead line should be routed as far to the west as possible, to reduce impacts on the RSPB Blacktoft Sand Nature Reserve.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. 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, and the decision on the preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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 ongoing assessment process, and our engagement with Natural England the RSPB, our current preferred alignment routes new overhead lines in close parallel with the existing overhead lines in these areas. Although routeing the new overhead line further to the west 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 less likely to increase collision mortality significantly. Routeing the new overhead line in close parallel with the existing overhead lines limits the spread of infrastructure in these areas, and therefore the creation of new barriers to flight/migratory pathways. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ornithology and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Ecology and Biodiversity		
8.5.23	• Concern about the negative impact on birds and wildlife • Concern about negative impact on RSPB Blacktoft Sands Nature Reserve • Concern about negative impact on East Atlantic flyway.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. As part of the assessment process, National Grid is considering both overhead lines and underground cabling in detail, particularly in the vicinity of the Humber Estuary, and the decision on the preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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 ongoing assessment process, and our engagement with Natural England the RSPB, our current preferred alignment routes new overhead lines in close parallel with the existing overhead lines in these areas. Although undergrounding may reduce the potential for collisions, it comes with potentially significant potential adverse impacts during construction, and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. It is also 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 lines limits the spread of infrastructure in these areas, and therefore the creation of new barriers to flight/migratory pathways. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area. We will continue to take the views of these key consultees into account as the Project continues to develop. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.24	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. We will continue to engage with Natural England 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 continues to develop.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Economic		
8.5.25	• Negative operational and construction impacts on local businesses and services • Negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. Where impacts on businesses, leisure and tourism are identified these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Land		
8.5.26	• National Grid should engage with relevant landowners at an early stage to agree mitigation for environmental impacts.	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. As the Project design develops, National Grid will be working 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Landscape and Visual		
8.5.27	• Negative impact on the landscape, local views and viewpoints • Negative impact on the beauty of the countryside • Negative impact on the rural character of the area and natural greenspaces • The countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented as part of the non-statutory consultation 2023. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.28	• Mitigation should be included for visual impacts • Screening should be used.	National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects can include the sympathetic siting of infrastructure and pylons and where necessary a range of planting for the purpose of screening. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.29	• Concern about the visual impact of the tall pylons that cross the River Ouse in Section 4. Consultees questioned if that level of clearance is required.	Taller pylons are required for the river crossing to ensure sufficient electrical clearance from the electrical conductors (wires). Careful consideration has also been given in this location due to the potential impacts on ecology and biodiversity. The process of routeing has taken account of existing biodiversity, natural environment, landscape and visual and socio-economic factors. The proposed alignment 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 and in this location synchronising new pylons with the existing overhead line.
Environment		
8.5.30	• Concern about potential negative impact on the local environment • Project does not fit with broader UK government aims to enhance and protect the environment • The Project does not fit the priorities of environmental stakeholders.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.5.31	• National Grid is using funding to remove pylons elsewhere in the	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

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	country, so should not be installing more in this area.	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 Dorset, Snowdonia and the Peak District. The Projcet 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, we 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. Further detail on the need for the Project was presented in the Strategic Options Report (SOR) at non-statutory consultation 2023. This report has been updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). The feedback received at the non-statutory consultation has been carefully considered and been taken into account alongside our further assessments, as we have developed our preferred alignment. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.5.32	• There is already too • much infrastructure in the area • There are already overhead lines in the area • More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Statement (ES) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.5.33	• Design options cause community division • Options around Ousefleet village will divide communities.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. National Grid's consultation sought to receive feedback on proposals at an early stage. It was not the intention to incite community division. These proposals presented at non-statutory consultation involve a degree of optionality, in order to allow local and specialist stakeholders to provide us with their knowledge and have their say on outline plans. Receiving and considering this feedback, National Grid has reviewed and developed the preferred alignment in line with the feedback and knowledge received throughout the consultation process. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Socioeconomic		
8.5.34	• Negative impact on farming operations • More difficult to farm arable land • Reduction in amount of agricultural land • Reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts on farming operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.5.35	• Concern about potential negative impact on local residents / local residents' quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. Through routeing and siting, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project 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. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. This will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.5.36	• Concern the Project will encircle communities and properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. The presence of constraints and environmental features means that this cannot be avoided in all areas. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling new overhead lines with existing overhead lines. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Walkers, cyclists and horse riders		
8.5.37	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.6 Route Section 5: River Ouse crossing to Luddington

Figure 8-5 Consultee Sentiment towards Section 5: River Ouse crossing to Luddington in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

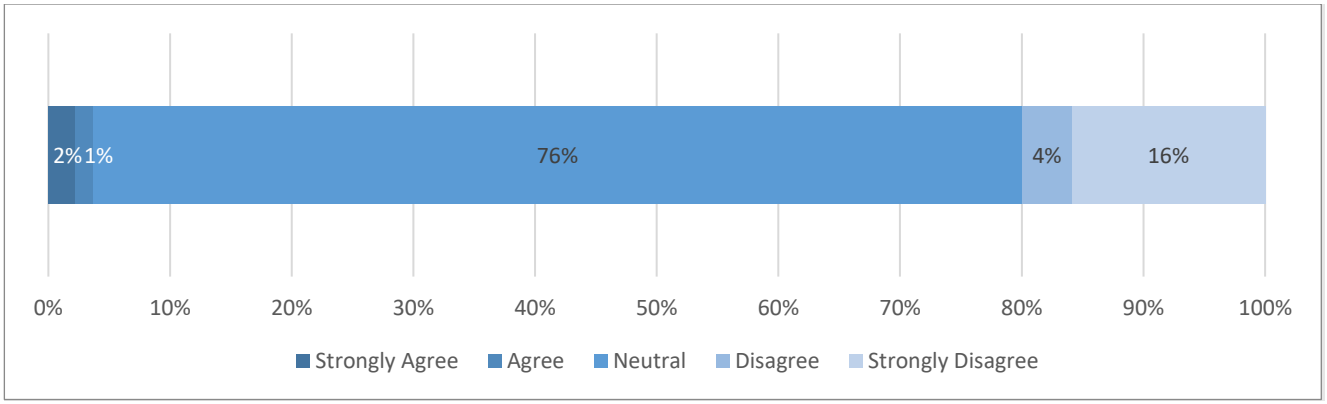


Table 8.5 – Route Section 5 -River Ouse Crossing to Luddington - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Design		
8.6.1	• Suggestion that the new overhead line should be routed in Corridor 1 in Section 5, to the west of Eastoft, towards Crowle.	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. This component of Corridor 2 was not taken forward primarily because this would require the introduction of a new overhead line in a predominantly rural landscape which has the potential to result in greater adverse landscape compared with a parallel option in Corridor 3. Routeing within Corridors 1 or 2 would also bring the new overhead line closer to Thorne and Hatfield Moors SAC, SPA, SSSI. There would be the potential for direct and indirect impacts on this priority habitat as a result of pylon siting and construction access routes should Corridor 1 or 2 have been taken forward. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.6.2	• Suggestion that the new overhead line should be routed to the east of the existing overhead lines in Section 5. • Suggestion that the new overhead line should be routed to the west of the existing overhead lines in route section 5.	National Grid's preferred alignment routes the new overhead line to the west of the existing overhead lines in route section 5. As part of our assessment process, we considered routeing to both the east and the west of the existing overhead lines in Section 5. The preferred alignment to the west has been chosen over a route to the east for a number of reasons. The preferred alignment routes the overhead line further from Adlingfleet and Garthorpe than the existing overhead line, reducing potential impacts on these areas and local residents, and was found to be more popular in consultation feedback. The preferred alignment on the west of the existing is preferential from an ecological perspective, as this routes the overhead line further from Blacktoft Sands RSPB and Important Bird Area, reducing potential ecological impacts in this location. The western alignment routes through a Recent Enclosed Land character zone, apart from a short swathe of Early Enclosed Land which extends across both swathes, between and around Fockerby and Garthorpe and south-west Haldenby. In addition, this routeing in the western path of the graduated swathe also moves the overhead line further from a Grade I Listed Church (Church of All Saints) and Adlingfleet conservation area. From a technical perspective, routeing to the west also reduces the number of transpositions (line swap overs) required, so reduces engineering complexities and associated risks. However, National Grid do acknowledge that the preferred alignment does route the new overhead line closer to Luddington, and the Grade II buildings at Haldenby Hall and Haldenby Grange, and the Grade II listed Church of St Oswalds. These elements will be subject to further assessment through the Environmental Impact Assessment (EIA) process, and measures will be included in the design to mitigate impacts where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.6.3	• Suggestion that the new overhead line should be routed underground in route section 5.	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 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 in this location.
8.6.4	• Suggestion that the new overhead line should be routed in close parallel with the existing line in route section 5.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing the new overhead line. The preferred alignment in Section 5 routes the new overhead line in close parallel with the existing overhead line, to the west, in accordance with this request and in agreement with wider feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing the new overhead line.
8.6.5	• Suggestion that the new overhead line should be routed in Corridor 1 in	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	Section 5, much further to the west, towards Moorends.	website and was presented at the stage one non-statutory consultation in 2023. Corridor 1 was a highly constrained option and was discounted due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites, and being longer and less direct compared to alternative options. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.6.6	• Opposition to routeing a new line through Section 5 / An alternative route should be sought.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line in route section 5. This is in accordance with feedback received to this consultation, limiting the spread of infrastructure in this area and reducing the impacts of constructing the new overhead line in this area. We have updated our proposals in the light of non-statutory consultation feedback, and we will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Landscape and Visual		
8.6.7	• Negative impact on the landscape, local views and viewpoints • Negative impact on the beauty of the countryside • Negative impact on the rural character of the area and natural greenspaces • The countryside should be protected.	National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. We carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity and we will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.6.8	• There is already too much infrastructure in the area • There are already overhead lines in the area • More infrastructure should not be constructed in the area.	Four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). Where possible, National Grid has sought to route the new overhead line in close parallel to existing overhead line, 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. National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, will undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		complementary design principles and parameters where available and if practicable. National Grid will continue to consider this feedback as it develops proposals further to identify a preferred alignment for the new overhead line.
Socioeconomic		
8.6.9	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account engineering, environmental, cost and socio-economic factors. Our priority, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to socio-economics and 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. This will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.6.10	• Concern the Project will encircle communities and properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting the new overhead line in close parallel to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by an overhead line to both sides. National Grid's preferred alignment in Section 5 routes in close parallel with the existing overhead lines, avoiding the encirclement of properties in this section. As the new overhead line is routed to the west of the existing overhead line, they are further from the nearby towns of Adlingfleet and Garthorpe and located as far to the east within the graduated swathe near Luddington. The presence of constraints and environmental features means that we may need to route closer to residential properties in certain areas. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling the new overhead line with existing overhead lines. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Walkers, cyclists and horse riders		
8.6.11	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops.

8.7 Route Section 6: Luddington to M180 motorway

Figure 8-6 Consultee Sentiment towards Section 6: Luddington to M180 motorway in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

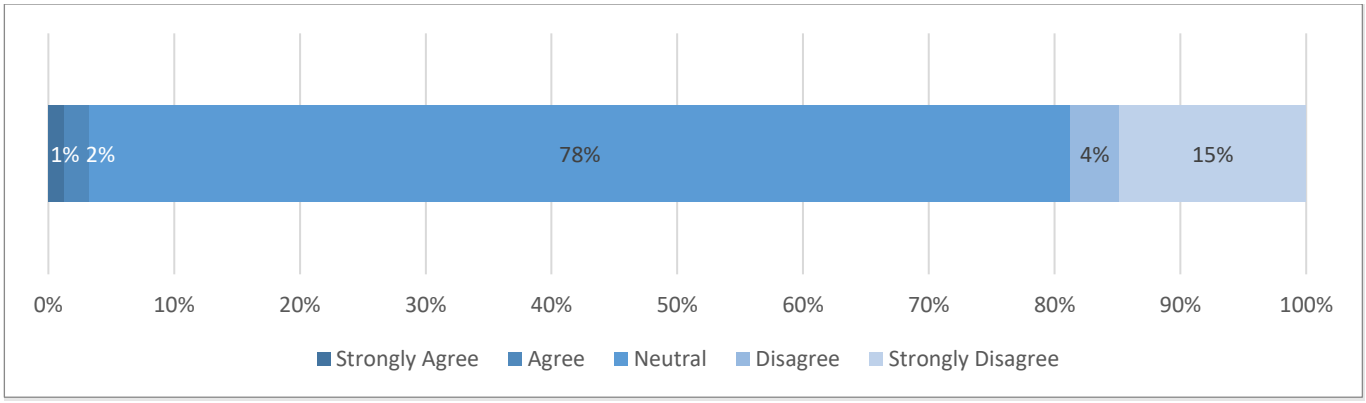


Table 8.6 – Route Section 6 Luddington to M180 Motorway - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.7.1	• Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Should any temporary haul roads be required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Consultation		
8.7.2	• The design in Section 6 is unclear / consultation materials are unclear.	An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the next consultation, including maps, and balance this with the scale of the Project. A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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. In addition to this nine face-to-face events along the proposed route were held during the consultation period of 8 weeks. National Grid also held 8 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
8.7.3	• The proposed swathe is too wide / Difficult to comment on wide swathe.	The stage one non-statutory consultation was undertaken during the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process. All the feedback received has been read and has been considered in the development of our proposals. At statutory consultation we are sharing more detailed information on our proposals, including how feedback has shaped the Project. Our overall decision on the preferred alignment is be presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are also sharing the results of the initial environmental assessments which will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.7.4	• National Grid should have consulted on multiple options / Consultation seems pre-determined in this Section.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. In this location the routeing of the emerging preferred corridor and graduated swathe was driven to a large extent by the need to route the new overhead line west around Keadby Wind Farm. While there are fewer distinct paths within the graduated swathe in this location, the swathe presented was broad enough to allow for different routeing options within it to avoid localised constraints. National Grid has developed a preferred alignment in this location, taking into consideration design constraints, survey findings and consultation feedback. As a result of consultation feedback, National Grid has considered a number of requests to move the overhead line to the east and west, into previously discounted corridors considered as part of the CPRSS and to use underground cabling in this area. We've updated our preferred alignment in light of feedback received during the non-statutory consultation, and the explanation for taking our preferred alignment forward is outlined in the Design Development Report published as part of our statutory consultation.
8.7.5	• Support for National Grid's engagement with the Campaign to Protect Rural England (CPRE) with regards to the impacts of the Project on Section 6.	National Grid will continue to engage with the CPRE as the Project design develops.
Cultural Heritage		
8.7.6	• Opposition to routeing the overhead line in the Isle of Axholme.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website. National Grid has considered the Isle of Axholme Area of Special Historic Landscape Interest whilst developing it's proposals from an early stage. The preferred alignment looks to parallel the existing overhead line where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. Whilst also maintaining some distance to reduce cumulative interactions. The explanation for taking our preferred alignment forward is outlined in the Design Development Report published as part of our statutory consultation.
Design		
8.7.7	• Suggestion that the new overhead line should be routed in close parallel with the existing overhead line.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing the new overhead line. The preferred alignment routes the new overhead line in close parallel with the existing overhead lines, to the west, in line with this request. However, as the overhead line passes Luddington, it does diverge away from the existing overhead lines, in order to route around Keadby wind farm. National Grid has routed the overhead line to the central-southern area of the preferred corridor, and towards the south of the graduated swathe as shown in our non-statutory consultation materials. The explanation for taking our preferred alignment forward is outlined in the Design Development Report published as part of our statutory consultation
8.7.8	• New overhead line is too close to Eastoft / should be further from Eastoft.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. In the Eastoft area, National Grid's preferred alignment must route around Keadby windfarm. The preferred alignment routes within the southern path of the emerging preferred corridor and graduated swathe, as presented at the non-statutory consultation 2023, in this area close to Keadby windfarm, routeing the overhead line further from Eastoft in accordance with the request.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.7.9	• New overhead line is too close to Crowle / should be further from Crowle.	National Grid considered two potential preferred alignments in the Crowle area. National Grids preferred alignment routes the overhead line to the east of the graduated swathe in the Crowle area. National Grid also considered an alternative alignment, that routed the new overhead line outside of the graduated swathe, to the eastern edge of the preferred corridor presented at non-statutory consultation. National Grid were unable to route the new overhead line in the eastern part of the corridor, outside of the graduated swathe, in the Crowle area due to the presence of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) and the Keadby 3 Project. Routeing the new overhead line along the eastern edge of the preferred corridor routes along the centre of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) Project for approximately 3.8km and would require the crossing of the Keadby 3 Project Site. The Keadby 3 Carbon Capture Project has been granted development consent in December 2022, with construction expecting to commence in 2024. HCLP is another NSIP, this has already undertaken statutory consultation in 2022. It is anticipated this will be granted development consent ahead of the Project, therefore there is a strong preference to avoid these planning constraints. National Grid's preferred alignment does route the new overhead line within the central-eastern parts of the graduated swathe in Crowle area, in order to increase the distance from Crowle (including Crowle Conservation Area and its listed buildings), moving it closer to the windfarm infrastructure. The more easterly route is also preferred form an ecological perspective, routeing the overhead lines further from Thorne and Hatfield Moors SPA/Thorne Moor SAC/Thorne, Crowle and Goole Moors SSSI, Eastoft Meadow and Blacktoft Sands nature reserve. The alignment then takes a more central path within the swathe south of Ealand, in order to avoid crossing the National Grid Gas Pipeline that is located in this area. It is preferable to avoid the National Grid Gas pipeline, to minimise risks to safety during the construction the Project.
8.7.10	• Suggestion that the new overhead line should be routed in the area between the east and west corridors of Corridor 2, in Section 6, closer to Sandtoft.	Routeing the proposed new overhead line beyond the graduated swathe through alternative parts of CPRSS Corridor 2 is not preferred as this would result in a notable longer route (approximately 3-5km longer than routeing in the swathe). This alternative longer route would bring the proposed new overhead line very close to Thorne and Hatfield Moors SPA, Important Bird Area, Thorne Moor SAC, Thorne, Crowle and Goole Moors SSSI, Humberhead Peatlands NNR and Crowle Moor Lincolnshire Wildlife Trust site. It would intercept a greater number of environmental and socio-economic receptors and have greater Green House Gas emissions than an option within the graduated swathe due the increased length and crossing of large swathes of peaty soils. Although this alternative avoids some of the Isle of Axholme, it would be difficult to join back to the preferred corridor and graduated swathe near Haxey where there are many listed buildings, including the grade I listed Church of St Nicholas. The alternative route would also run through the Tween Bridge solar proposal in multiple locations, would result in a larger number of Distributor Network Operator (DNO) interactions and increases engineering complexity for crossing the existing the ZDA overhead line, as this would be restricted by the railway to the south and is located in and around peaty soils. There is a greater distance between the railway and ZDA within the emerging preferred corridor and graduated swathe which allows for more flexibility in engineering a crossing of the ZDA overhead line. For these reasons the suggested change has not been taken forward.
8.7.11	• Suggestion that the new overhead line in section 6 should be routed to the east of Keadby Windfarm, in close parallel with the existing overhead lines.	As part of its assessment process, National Grid has considered options to route the new overhead line in close parallel with the existing overhead lines in this area. Although routeing in close parallel to the existing overhead lines would route the overhead lines further from towns and villages in Section 6, a number of technical constraints mean this route has not been taken forward. This option would require a number of line swap-overs, resulting in construction and delivery issues, and the need for further outages and temporary diversions. In addition to this, as this would route the new overhead line in close parallel with two other overhead lines, and through Keadby windfarm, there would be limited space for construction, operation and future maintenance of these overhead lines if they were to be located here. There are also a number of technical constraints on land to the east of Keadby, which would make routeing through this location technically complex and challenging, this includes the need to cross existing industrial/commercial areas, land associated with further development proposals, and the need to cross roads, railway and the Three Rivers; this would also route the overhead lines in a flood zone, and create access issues. Scattered residential properties to the east in this section also constrain routeing, which would make routeing the overhead line in close parallel difficult in certain places. This route would also result in the intersection of the new overhead line with a number of pipelines, including National Grid high pressure pipeline, an oil pipeline and the crossing go the Humber Low Carbon pipeline consultation boundary, which introduces health and safety risks during the construction period. For these reasons, this option was not taken forward by the Project.
8.7.12	• The new overhead line should be routed under the sea, and cut inland where required.	National Grid does consider all viable technology options, including underground cable and sub-sea cables as part of identifying a preferred strategic option. That work has been published in the 2023 Strategic Options report. A full evaluation of technologies and costs used in our assessments can be found in "Strategic options technical appendix 2020/2021 price base".

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.7.13	• Opposition to the routeing of the new overhead line across the north of Keadby Wind Farm, from Luddington to Eastoft.	As part of the design process, we 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, 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 the Project CPRSS, which is available on our Project website. National Grid's preferred alignment in north of Section 6 routes the new overhead line in close parallel with the existing overhead lines. However, the new overhead line must route around Keadby windfarm, which means the overhead line must route to the west, across the north of the windfarm, before continuing south along Keadby windfarms western edge. A number of technical constraints mean this route has not been taken forward. This option would require a number of 400kV line swap-overs, resulting in construction and delivery issues, and the need for further outages and temporary diversions. In addition to this, as this would route the new overhead line in close parallel with two other overhead lines, and through Keadby windfarm, there would be limited space for construction, operation and future maintenance of the overhead lines. There are also a number of technical constraints on land to the east of Keadby, which would make routeing through this location technically complex and challenging, this includes the need to cross existing industrial/commercial areas, land associated with further development proposals, and the need to cross roads, railway and the Three Rivers. This request would also route the overhead line in a flood zone, and create access issues which can be avoided though alternative routeing. Scattered residential properties to the east in this section also constrain routeing, which would make routeing the overhead line in close parallel difficult in certain places. This route would also result in the intersection of the new overhead line with a number of pipelines, including National Grid high pressure pipeline, an oil pipeline and the crossing of the Humber Low Carbon pipeline consultation boundary, which introduces health and safety risks during the construction period. For these reasons, this option was not taken forward by the Project.
8.7.14	• Suggestion that the new overhead line should be routed around towns and villages in Section 6.	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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible, noting that this is not always possible due to a number of constraints. In Section 6, National Grid have routed the new overhead line in close parallel to the existing overhead lines near Luddington. Whilst this places the overhead line to the west of the existing overhead lines, and slightly closer to Luddington, National Grid's close parallel route prevents a spread of infrastructure in this area and limiting the impacts of constructing the new overhead line. In the Eastoft area, National Grid's preferred alignment must route around Keadby windfarm. National Grid's preferred alignment routes to the south of our preferred corridor and graduated swathe in this area, close to Keadby windfarm, further from Eastoft. While National Grid considered an alignment to the east of the corridor near Crowle, they were unable to take this forward due to the presence of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) and the Keadby 3 Project in this area. Routeing the new overhead line along the eastern edge of the preferred corridor routes along the centre of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) for approximately 3.8km, and would require the crossing of the Keadby 3 Project Site. The Keadby 3 Carbon Capture Project has been granted development consent in December 2022, with construction expecting to commence in 2024. HCLP is another NSIP, this has already undertaken statutory consultation in 2022. It is anticipated this will be granted development consent ahead of our scheme, therefore there it is deemed necessary to avoid these planning constraints. However, National Grid's preferred alignment does route the new overhead line within the central-eastern parts of the graduated swathe in Crowle area, in order to increase the distance from Crowle, moving it closer to the windfarm infrastructure. The preferred alignment then takes a more central path within the swathe south of Ealand, in order to avoid crossing the National Grid Gas Pipeline that is located in this area. It is preferable to avoid the National Grid Gas pipeline, in order to minimise risks to safety during the construction the Project. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. Where significant effects are anticipated, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		assessments are presented in the Preliminary Environmental Information Report (PEIR) as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.7.15	• Suggestion that the new overhead line should not be routed in close parallel to the existing overhead lines in Section 6, as this will increase impacts for residents who are already directly impacted by overhead lines.	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. The preferred alignment routes the new overhead line in close parallel with the existing overhead lines in Section 6, as they route past Luddington. However, National Grid understand that residents local to existing overhead lines may have concerns when faced with routeing new overhead lines in the area. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects from close paralleling existing overhead lines with new infrastructure. This assessment includes a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.7.16	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.7.17	• Suggestion that the new overhead line should be routed to the east in the Crowle area, as close to Keadby Windfarm as possible.	National Grid considered two potential preferred alignments in the Crowle area. National Grids preferred alignment routes the near overhead line to the east of the graduated swathe in the Crowle area. National Grid also considered an alternative alignment, that routed the new overhead line outside of the graduated swathe, to the eastern edge of the emerging preferred corridor presented at non-statutory consultation 2023. National Grid were unable to route the new overhead line in the eastern part of the corridor, outside of the graduated swathe, in the Crowle area due to the presence of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) and the Keadby 3 Project. Routeing the new overhead line along the eastern edge of the preferred corridor routes along the centre of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) for approximately 3.8km, and would require the crossing of the Keadby 3 Project Site. The Keadby 3 Carbon Capture Project has been granted development consent in December 2022, with construction expecting to commence in 2024. HCCP is another NSIP, which we have considered in development of our proposals. National Grid's preferred alignment does route the new overhead line within the central-eastern parts of the graduated swathe in Crowle area, in order to increase the distance from Crowle (including Crowle Conservation Area and its listed buildings), moving it closer to the windfarm infrastructure. The more easterly route is also preferred from an ecological perspective, routeing the overhead lines further from Thorne and Hatfield Moors SPA/Thorne Moor SAC/Thorne, Crowle and Goole Moors SSSI, Eastoft Meadow and Blacktoft Sands nature reserve. The alignment then takes a more central path within the swathe south of Ealand, in order to avoid crossing the National Grid Gas Pipeline that is located in this area. It is preferable to avoid the National Gas pipeline, to minimise risks to safety during the construction of the Project.
8.7.18	• Suggestion that the new overhead line should be routed underground in route section 6.	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 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 in this location.
8.7.19	• Suggestion that the new overhead line should be routed to the eastern corridor of Corridor 2 in route section 6, routeing the lines behind Eastoft and Crowle.	National Grid considered two potential preferred alignments in the Crowle area. National Grids preferred alignment routes the new overhead line to the east of the graduated swathe in the Crowle area within Corridor 2. National Grid also considered an alternative alignment, that routed the new overhead line outside of the graduated swathe, to the eastern edge of the emerging preferred corridor presented at non-statutory consultation. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.7.20	• Suggestion that the new overhead line should be routed to the east of the existing overhead lines in the south of Section 6, which allows the overhead lines to avoid the encirclement of Beltoft in route section 7.	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 the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. This suggested route would require two sections of underground cable to cross the existing close parallel 400kV overhead lines, this as well as a number of other technical and environmental complexities make this option less preferred when compared to the preferred alignment. The 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 in this location.
8.7.21	• Suggestion that the new overhead line should be routed further north of Keadby windfarm, towards the A161, and then be routed immediately east to Luddington before Eastoft village to create a larger arch around Keadby windfarm.	National Grid considered this alignment as part of their assessment process and concluded to not take forward for a number of reasons. Routeing to the north of the preferred corridor would bring the line closer to the A161 and give rise to a greater number of impacts on residential properties, encircling Luddington and being within closer proximity to Eastoft village. National Grid's preferred alignment, and that proposed in the graduated swathe presented at non-statutory consultation avoids this. In addition to this, the requested alignment would route the overhead lines further from Keadby windfarm, which contradicts the desired approach of limiting the spread of infrastructure in these areas. There are also a number of technical constraints that would make this request challenging, including the potential need to cross the B1392, the potential need to oversail an area of historic landfill site and the potential need to route between additional properties along the B1392 and Washinghall Lane. The route is also longer and more angular than National Grid's preferred alignment, which would increase the number of towers in the area and reduce compliance with the Holford Rules. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Ecology and Biodiversity		
8.7.22	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.7.23	• Concern about potential negative impact on Crowle Moors, a local SSSI.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 Thorne, Crowle and Goole Moors SSSI, through avoidance or mitigation. The consultation corridor is at least 3km east of Thorne, Crowle and Goole Moors SSSI. Additionally, this SSSI shares its boundary with Thorne & Hatfield Moors SPA and SAC (European designated sites). A HRA will be carried out to evaluate the Likely Significant Effects of the Project on relevant European sites. The HRA will consider all potential impact pathways, including (but not limited to) hydrological

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		pathways, changes to air quality, noise and visual disturbance. Potential impacts on relevant national designated sites, including those which lie within the boundary of European sites, will be assessed and reported as part of the EIA. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. National Grid is undertaking consultation with Natural England in this regard, and their technical advice is be taken into account during the design and assessment phases of the Project. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Flood Risk		
8.7.24	• Concern about potential negative impact on flooding / The lines are routed through a flood zone.	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, including route section 6, flood zones are extensive and can not be wholly avoided. Where this is the case, the new Project infrastructure will be subject to a detailed flood risk assessment which will characterise flood conditions (extents, depths, frequencies). This information will inform 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 will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Land		
8.7.25	Negative impact on farming operations / more difficult to farm arable land / reduction in amount of agricultural land / reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
8.7.26	Concern some properties have not been identified in the corridor / Concern that a thorough search for landowners hasn't been undertaken.	National Grid must identify and consult with everyone who has an interest in land which is either the subject of, or may be affected by, the development of new electricity transmission assets. "People with an interest in land" are defined as owners, tenants, occupiers and mortgagees and also anyone who exercises rights over land, for example, private rights of way, sporting rights or rights to receive payments in respect of land. For all new electricity projects, National Grid will seek to identify everyone who has an interest in the land which may be affected by the new electricity transmission assets. National Grid will use public sources of information, such as information held by HM Land Registry, to create an initial Book of Reference which details all people with an interest in land, who are affected or may be affected, by the Project. This is followed up with discussions with the landowner to understand any other occupiers / tenancies. Details of how National Grid identify "People with an interest in land" can be found in Section one and two of the National Grid Guidance on Land Rights for New Electricity Transmission Assets which can be found here:https://www.nationalgrid.com/electricity-transmission/document/145311/download If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.7.27	Concern that the new overhead line in Section 6 will damage existing drainage systems on farmland.	The Environmental Statement (ES) will include 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 would be undertaken to understand existing field drainage systems within the Project corridor and a surface water drainage plan will be produced to support the ES, which sets out the measures that would be adopted for managing runoff within the construction swathe. National Grid's flood risk and drainage consultants will work 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 design develops, National Grid will be working 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.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
Landscape and Visual		
8.7.28	Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural greenspaces / the countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. We have carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise		
8.7.29	• Negative impacts of operational and construction noise / disturbance to residents.	National Grid is undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, including Public Rights of Way and sensitive ecological sites. These are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.7.30	• There is already too much infrastructure in the area / There are already overhead lines in the area / Keadby Windfarm already in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
Socioeconomic		
8.7.31	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Walkers, cyclists and horse riders		
8.7.32	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.8 Route Section 7: M180 motorway to Graizelound

Figure 8-7 Consultee Sentiment towards Section 7: M180 motorway to Graizelound in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

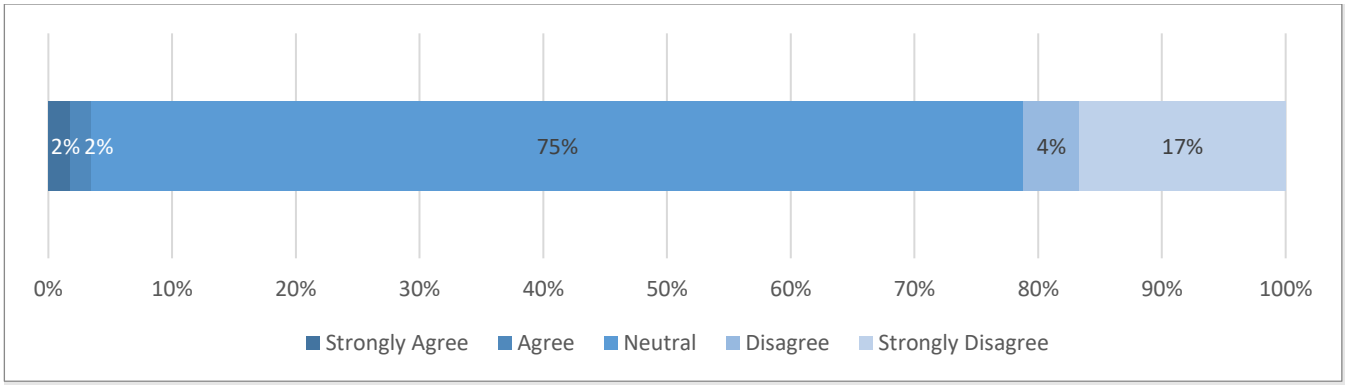


Table 8.7 - Route Section 7 - M180 Motorway to Graizelound - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.8.1	Concern that additional construction traffic in local towns and villages will increase safety risk to local car users and pedestrians.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. In addition to this, National Grid, is undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.2	Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
8.8.3	Concerns around the impact of construction of the new overhead line in section 7, with particular concern raised regarding the Isle of Axholme.	Through the Environmental Impact Assessment (EIA) process both the construction, operation of the Project are assessed and mitigated wherever feasible. Areas of particular interest/ sensitivity are taken into account during this process and the scheme if consented will be subject to planning requirements, this will include the provision of a Construction Environmental Management Plan (CEMP). A CEMP details management measures to minimise environmental impact from the construction phase of the development, it provides Project-specific management measures and is a dynamic document which remains live throughout construction and is updated if activities or conditions onsite change. The use of a CEMP is designed to avoid, minimise, and mitigate against any construction effects on the environment and surrounding community.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Consultation		
8.8.4	The design in Section 7 is unclear / consultation materials are unclear.	An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the next consultation, including maps, and balance this with the scale of the Project. A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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. In addition to this, National Grid held a total of 9 face-to-face events along the proposed route were held during the consultation period of 8 weeks. National Grid also held 8 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
Cultural Heritage		
8.8.5	Concern about negative impact on historic area of Isle of Axholme / Historic features of Isle of Axholme should be protected.	Through routeing and siting National Grid has sought and will continue to seek to reduce, as far as practicable, potential impacts on the Isle of Axholme Area of Special Historic Landscape Interest. The process of routeing takes account of heritage assets, including scheduled monuments, listed buildings, conservation areas, archaeological remains and areas of special historic landscape interest (or historic landscape character). Through careful consideration of the route options, National Grid will look to minimise impacts on designated assets and their settings, where practicable, and seek to reduce impacts through avoidance or off setting (through mitigation). We will continue to engage with Historic England and North Lincolnshire Council on aspects relating to the Isle of Axholme Area of Special Historic Landscape Interest, including the assessment of impacts, and appropriate mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques and to ensure that the views of the Statutory Bodies for Heritage are taken into account as the Project continues to develop. The EIA will also assess the effects on cultural heritage, including the impacts on the Isle of Axholme Area of Special Historic Landscape Interest, where these are unavoidable, and propose mitigation measures where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.6	Concerns about potential negative impacts on listed buildings, features and heritage assets.	Through routeing and siting National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid are undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.8.7	National Grid should provide information on distances between the existing and new overhead lines.	Deciding where and how to build new high voltage electricity lines is complex and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits.
8.8.8	Suggestion that the new overhead line should be routed to the eastern edge of the corridor in the Belton area.	National Grid's preferred alignment routes in a south easterly 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 north-east of Belton at Temple/Belwood House, which includes the Grade II Listed Belwood Obelisk.
8.8.9	Suggestion that the new overhead line should be routed to the east of the swathe in the Epworth area.	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. However, this is not possible throughout the whole of the route section due constraints including a windfarm in the northern section and existing settlements. National Grid's preferred alignment routes the new overhead line 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. This is in line with this request, and wider feedback received regarding route section 7.
8.8.10	Opposition to routeing the new overhead line to the east of the swathe in the southern section of Section 7 due to potential impacts on a number of isolated properties in the area.	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. In the southern part of route section 7, National Grid's preferred alignment routes in close parallel with existing overhead lines. This is in line with wider feedback received to the consultation in route section 7. National Grid is conscious that there are a number of properties in the southern part of this section, who may be impacted by our preferred alignment. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area, its communities and the residents. Where significant effects are anticipated on residential receptors, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. As the Project design progresses, we will be undertaking further engagement with landowners across the Project, and in this area. 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.8.11	Suggestion that the new overhead line should be routed to the east of the existing overhead lines in the southern part of Section 7.	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 the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. This suggested route would require two sections of underground cable to enable the crossing of the existing close parallel 400kv overhead lines, this adds technical and environmental complexities to 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website.
8.8.12	Suggestion that the lines should be routed underground in Section 7 / The overhead lines should be undergrounded in proximity to towns and villages in Section 7 / The overhead lines should be undergrounded in the Isle of Axholme.	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 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 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

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		an AONB (National Landscape). National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project. 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 preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape.
8.8.13	Suggestion that the corridor should be wider in Section 7, accommodating more of the options considered during the CPRSS. Corridor 3 loops C3f, C3g, C3h, C3i(e), C3i(w), C3j and C3k should been included in this consultation. This route extends to the east of the existing overhead lines, allowing the overhead lines to be routed to the east Beltoft, preventing the encirclement of the village. It would route the new overhead line to the east of the existing overhead lines, reducing their visual impact on the Isle of Axholme. Suggestion that the new overhead line should be routed to the east of the existing lines in the East Lound area.	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 seven avoids encircling 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 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 encirclement 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) (formerly the Humber Low Carbon Pipeline) Project. For these reasons, a close alignment to the east of the existing overhead lines in the Isle of Axholme was preferred. 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 the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. This suggested route would require two sections of underground cable to enable the crossing of the existing close parallel 400kv overhead lines, this adds technical and environmental complexities to the Project, including the proximity to the river Trent and Ferry / Warping drain crossing, 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and can be found on our Project website.
8.8.14	New overhead lines are too close to Epworth / should be further from Epworth.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. We have updated our proposals in the light of non-statutory consultation feedback, and we will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary. National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead lines in route section 7, routeing the new overhead line to the very east of the emerging preferred corridor and graduated swathe, furthest from Epworth. This is in line with this request, and wider feedback received regarding route section 7. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.8.15	Opposition to routeing the new overhead line through the Isle of Axholme.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website. National Grid has considered the sensitivities of this area in the routeing of the new overhead line and the preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. We have updated our proposals in the light of non-statutory consultation feedback, and our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.16	Suggestion that the new overhead line should not be routed on high ground through the Isle of Axholme, Graizelound and East Lound.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead lines in route section 7, routeing the new overhead line to the very east within the preferred corridor and graduated swathe, furthest from Epworth and on the lower ground through the Isle of Axholme in line with this request, and wider feedback received regarding route section 7. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.

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8.8.17	Suggestion that Corridor 2 loops C2g, C2h(w) and C2h(e) should have been included in this consultation. This routed the overhead lines to the west of the Isle of Axholme, behind Sandtoft, routeing them back into the chosen corridor at just north of Haxey.	National Grid has considered this suggestion as part of its assessment process but was not taken forward for a number of reasons. Firstly, routeing the new overhead line beyond the graduated swathe, through alternative parts of the CPRSS corridor 2 would result in a notably larger route, with additional towers, being less compliant with the Holford rules. From an ecological perspective, this alignment would also bring the route closer to a number of ecologically sensitive areas, including Thorne and Hatfield Moors SPA, Important Bird Area, Thorne Moor SAC, Thorne, Crowle and Goole Moors SSSI, Humberhead Peatlands NNR and Crowle Moor Lincolnshire Wildlife Trust site. In addition to this, this route was assessed to intercept a greater number of environmental and socio-economic receptors, and have a greater GHG emissions than an option located within the graduated swathe due to the increased length of the alignment and the crossing of large swathes of peaty soils. From a cultural heritage perspective, although this alternative avoids some of the Isle of Axholme, it would be difficult to join back to the preferred corridor and graduated swathe near Haxey, where there are many listed buildings, including the Grade I listed Church of St Nicholas. Additionally, this route poses significant technical challenges. This alternative would route through the Tween Bridge solar proposal in multiple locations, would result in a larger number of DNO interactions and would increase engineering complexity for crossing the existing the existing overhead lines in this area, as this would be restricted by the railway to the south and is located in and around peaty soils. For these reasons the suggested change has not been taken forward. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.18	Suggestion that the new overhead line should be routed to the east of the swathe in the East Lound area.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead line in the East Lound area. This is in line with this request, and wider feedback received regarding route section 7. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.19	Suggestion that the new overhead line should be routed in close parallel with the existing lines in Section 7 / the Isle of Axholme.	Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead line, to minimise the impacts of constructing new overhead lines with the preferred alignment seeking to parallel the existing overhead line on the lower ground where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape and to also reduce visual impacts. This is in line with this request, and wider feedback received regarding route section 7 and the Isle of Axholme. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.20	The new overhead line in the Owston Ferry area should avoid residential areas and should be routed in open land, further from properties.	National Grid's preferred alignment routes the new overhead line in close parallel with the existing overhead lines in the Owston Ferry area. The preferred alignment is to the west of the existing overhead line, further from Owston Ferry than the existing overhead lines. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.21	Opposition to routeing new lines through Section 7 / An alternative route should be sought.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our project website. We have updated our proposals in the light of non-statutory consultation feedback, and our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
8.8.22	Existing infrastructure should be upgraded/re-enforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.8.23	Suggestion that the new overhead line should take a direct route through Section 7, which will save money and reduce disruption.	Comment noted. As part of the design process, we seek to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. Where appropriate, National Grid will seek to take the shortest and 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. However, this is just one of a number of factors that are considered in the routeing of overhead lines, where it is often appropriate to diverge from the most direct route to reduce impact on a variety of different receptors. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.

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8.8.24	Concern about potential impact on isolated properties / residential areas avoided at the expense of isolated properties.	As part of its assessment process, National Grid will consider impacts on all impacted residential receptors, including both residential areas and isolated properties. Through routeing and siting, National Grid will seek to avoid impacts on residents where possible. As the Project design progresses, we will be undertaking further engagement with landowners across the Project, and in this area. 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. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area, its communities and the residents. Where significant effects are anticipated on residential receptors, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU .
8.8.25	Suggestion that the overhead lines should not be routed in close parallel to the existing overhead lines in Section 7, as this will increase impacts for residents who are already directly impacted by overhead lines.	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. However, National Grid understand that residents local to existing overhead lines may have concerns when faced with routeing new overhead lines in the area. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects from close paralleling existing overhead lines with new infrastructure. This assessment includes a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.26	Suggestion that the new overhead line should be routed to the east of the swathe and the properties at Melwood Hill, in close parallel to the existing overhead lines.	National Grid's preferred alignment routes the overhead lines in close parallel with the existing overhead lines near Melwood Hill. This is in line with this request, and wider feedback received regarding route section 7.
8.8.27	Suggestion that the new overhead line should be routed in Corridor 4 in Section 7, routeing them much further to the east, avoiding the Isle of Axholme.	Corridor 4 was not taken forward in this section due to being significantly more technically challenging than Corridor 2 and 3, due to the number of existing overhead lines which would require a line swap over or undergrounding and the presence of existing utility pipelines, the motorway and railway crossings, wind turbines and residential properties limiting gaps for routeing. A slightly longer length of corridor compared with Corridor 2 and 3 would be required alongside three challenging underground cabling sections including an underground cable crossing of the River Trent. There are also project risks in respect of later project completion compared with Corridors 2 and 3 due to the level of technical constraints. Following the close of consultation, we have backchecked the CPRSS with no change currently proposed.
8.8.28	Opposition to routeing the new overhead line to the east / should not be routed to the east of the existing overhead line in Section 7.	National Grid's preferred alignment routes the overhead line to the west of the existing overhead line, in line with this request. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.8.29	Suggestion that the new overhead line should be routed further to the west in Section 7, closer to Sandtoft, in the area between the eastern and western parts of Corridor 2.	Several constraints were considered when appraising Corridor 2 including the commercial flight operations at Sandtoft Airfield and a large mineral plan allocation safeguarding aggregate reserves northwest of Westwoodside. Corridor 2 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 the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation and is available on our project website. In addition to the above 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

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		these areas and reduce the impacts of constructing new overhead lines, moving the new overhead line into corridor 2 would take us away from the existing overhead lines.
8.8.30	Suggestion that the new overhead line should be routed in Corridor 1 in route section 7, routeing the lines much further to the west, west of Hatfield Moors and Wroot, avoiding the Isle of Axholme.	Routeing and selecting sites within the Corridor 1 Loop south of the River Ouse presented comparable technical challenges as the northern section, primarily because of the M62 alignment. The presence of the Rawcliffe Road Industrial Estate and the Goole Interchange, where the A614 intersects with the M62, further limited the feasibility of the Corridor 1 Loop. Four Links were considered to offer opportunities to route between Corridor 1 and Corridor 2 to offer routeing flexibility. However, there were constraints within and in proximity to these Links, and although considered, it was identified that there were no constraints that could beneficially be avoided by looping onto and off Corridor 1. We have backchecked our previous work which concurs with Corridor 1 being discounted as a preferred option due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites, and being longer and less direct compared to other options. For these reasons the suggested request has not been taken forward however we will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.
8.8.31	The new overhead line should be routed in the western leg of Corridor 2 in Section 7.	From an environmental and socio-economic perspective, several constraints were identified when appraising Corridor 2 including the Thorne and Hatfield Moors designated sites, commercial flight operations at Sandtoft Airfield and a large mineral plan allocation safeguarding aggregate reserves north west 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. Corridor 2 remains closer to settlements including Westwoodside and Haxey when compared with the Corridor 2 to Corridor 3 Loop. It also crosses the highest ground on the Isle of Axholme (41m) between Haxey and Upperthorpe. In addition to the above 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, moving the new overhead line into Corridor 2 would take the overhead line away from the existing overhead lines.
Ecology and Biodiversity		
8.8.32	Concern that routeing the new overhead line in the Temple Gardens area will have a negative impact on a number of protected species in the area.	National Grid's preferred alignment routes the new overhead line to the east in route section seven, crossing the M180 further to the east between Belton and Beltoft, reducing impacts on the Temple Gardens area. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ecology and biodiversity. We will continue to engage with Natural England 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 continues to develop. 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The EIA will be informed by appropriate desk-based assessments and field surveys. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.33	Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats, including SSSIs, local conservation areas, areas of woodland and wetland areas.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as

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		the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.34	Concern about negative impacts on trees and woodland / potential felling of trees and woodland / local trees and woodland should be protected.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we are considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of this, arboricultural surveys will be undertaken to inform on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal, these will be compensated for and actioned by Landscape Architects. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Environment		
8.8.35	Concern about potential negative impacts on the environment.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Health, Safety and Security		
8.8.36	Concern that routeing new overhead lines will lead to an increase in security threat for landowners in the local area.	As the Project design develops, National Grid will be working 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. The National Grid Construction best practice for overhead line installation sets out National Grid's approach to good practice when we carry out work to install, maintain and operate equipment on, over in or under land and what you as landowner/occupier can expect. Details of the document can be found here: https:nationalgrid.com/electricity-transmission/document/140436/download.

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		An Agricultural Liason Officer (ALO) 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. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
Land		
8.8.37	Concerns from landowners about their land being impacted by the Project.	National Grid are committed to working closely with land and property owners, occupiers to understand and mitigate the effects of the Project on their land activities. Through consultation, landowners and occupiers have the ability to provide feedback on the proposals. National Grid has an approach called the Land Rights Strategy, which provides a consistent methodology for acquiring land and land rights for their infrastructure projects. This approach is applied across infrastructure projects promoted as Development Consent Order (DCO) and Compulsory Purchase Order (CPO) schemes. Details of the Land Rights Strategy can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download As the Project design develops, National Grid will be working closely with directly impacted landowners who may be affected by our proposals, in order to minimise our impacts on their land and operations. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.8.38	Concern about a lack of compensation / Landowners won't be compensated fairly / Concern landowners will be forced to sell their property through CPO.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy20. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to seek compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached.
Landscape and Visual		
8.8.39	Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural greenspaces / the countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. We have carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead lines, to minimise the impacts of constructing new overhead lines. The preferred alignment in route section 7 routes in close parallel to the existing overhead lines in the area where suitable, to limit the spread of infrastructure and the impacts of constructing new overhead lines. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will

[20] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.40	Concern about potential negative visual impacts on encircled properties and villages.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.41	Concern about potential negative impact on Isle of Axholme / Isle of Axholme is being considered as an AONB / Isle of Axholme should be protected.	National Grid is aware that there is a desire for the area of the Isle of Axholme 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 a National Landscape. National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project. 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 preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.42	Concern that routeing a new overhead line between Beltoft and Belton will contravene Holford Rules 4, 5 and 6.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects and where appropriate, has sought to route the new overhead line in close parallel with the existing overhead lines, to minimise the impacts of constructing new overhead lines. National Grid's preferred alignment in route section 7 routes in close parallel to the existing overhead line in the area where suitable, to limit the spread of infrastructure and the impacts of constructing the new overhead line. To the north of this in route section 6, there was insufficient room to continue parallel and therefore the route uses the gap between Beltoft and Belton. It is acknowledged that much of the route for the Project is within flat open landscapes where there are few hills and woodlands, this is the character of the landscape through which a connection is required. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Noise		
8.8.43	Negative impacts of operational and construction noise / disturbance to residents.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible.
Planning		
8.8.44	There is already too much infrastructure in the area / There are already overhead lines in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.8.45	National Grid is using funding to remove pylons elsewhere in the country, so should not be installing more in this area.	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 Dorset, Snowdonia and the Peak District. 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, we 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. The needs case for the Project was presented within the Strategic Options Report (2023) at non-statutory consultation 2023 and has been updated for the statutory consultation, presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). The feedback received at the non-statutory consultation has been carefully considered and our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Socioeconomic		
8.8.46	Concern that the new overhead line in Section 7 will result in the encirclement of communities and properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided in certain areas. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling new overhead lines with existing overhead lines.
8.8.47	Concern about potential impacts on the operation of the Isle of Axholme Model Flying Club / Concern about the closure of the Isle of Axholme Model Flying Club.	National Grid's preferred alignment routes the new overhead line to the west of the existing overhead lines in the Isle of Axholme, placing them further form the Isle of Axholme Model Flying Club than the existing overhead lines. We will continue to engage with the Isle of Axholme Model Flying Club as our Project design progresses. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.48	Concern about potential negative impacts on local property / New overhead lines are too close to residential areas and isolated properties.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account appropriate engineering, environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are proposing to route the new overhead line in close proximity to the existing overhead where possible in Section 7, limiting the spread of infrastructure in this area and the impacts of constructing a new overhead line. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. The socio-economic assessment as part of the EIA for the Project will assess the effects of potential disruption, severance and land take for residents and local businesses. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of residents and businesses (sensitivity) to impacts in the construction and operational phase. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages in route section 7. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.49	Concern about potential negative impacts to tourism.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Where impacts on tourism are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.8.50	Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.8.51	Negative impact on farming operations / more difficult to farm arable land / reduction in amount of agricultural land / reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
Walkers, cyclists and horse riders		
8.8.52	Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.9 Route Section 8: Graizelound to Chesterfield Canal

Figure 8-8 Consultee Sentiment towards Section 8: Graizelound to Chesterfield Canal in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (490 responses)

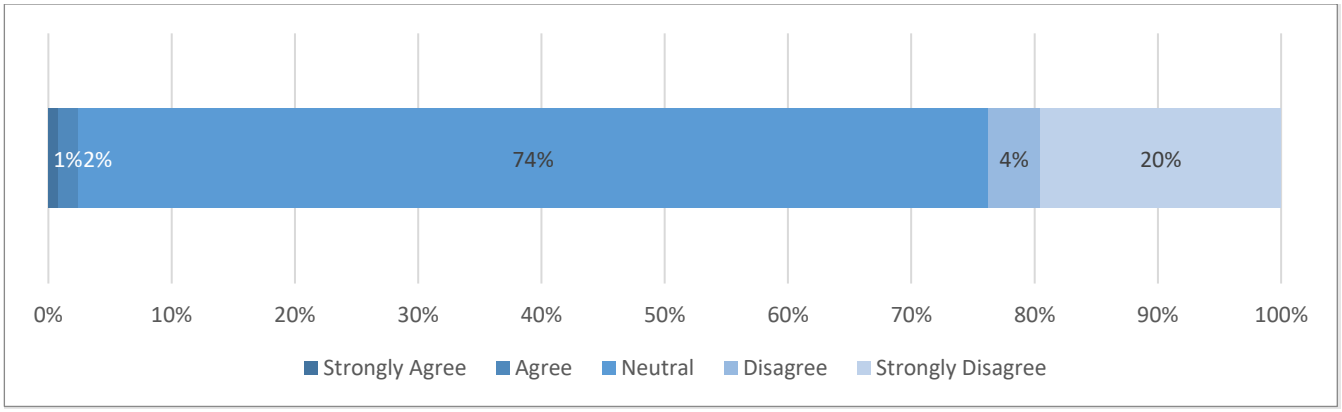


Table 8.8 - Route Section 8 – Graizelound to Chesterfield Canal - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.9.1	• Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Consultation		
8.9.2	• The design in Section 8 is unclear / consultation materials are unclear.	An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We have reviewed how we present materials at our statutory consultation, including maps, and have sought to balance this with the scale of the Project. Consultation materials provide contact details for the Project team and details of face to face events where consultees can discuss any consultation material content. A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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. In addition to this, National Grid held a total of 9 face-to-face events along the proposed route were held during the consultation period of 8 weeks. National Grid also held 8 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
Cultural Heritage		
8.9.3	• Negative impacts on listed buildings, features and heritage assets / concern about impact on practicing pagans / impact on local henge used by pagans / Pagan culture and religion must be protected.	Through routeing and siting National Grid has sought to, and will continue 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). National Grid will also take account of non-designated heritage assets and liaise with stakeholders that utilise these for religious activities in order to limit impacts. As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities, as well as other stakeholders, on aspects relating to heritage, including appropriate mitigation measures and techniques. We are undertaking a Cultural Heritage assessment as part of the Environmental Impact Assessment, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.9.4	• Suggestion that the new overhead line should be routed in Corridor 1 in Section 8, much further to the west, towards Finningley/Mission.	Corridor 1 is located furthest west and is the longest Corridor of the options appraised. The Corridor was progressed primarily due to it providing an option to avoid crossing the sections of the River Ouse that are internationally designated for their bird interest (Humber Estuary designated sites). Within this section of Corridor 1 South of Thorne, there is the potential for adverse visual impacts on views from the village of Hatfield Woodhouse, and from recreational sites including Woodward Lakes and Lodges, the Yorkshire Motor and Aqua Park, and on visitors to the Humberhead Peatlands National Nature Reserve to the east of Armthorpe. These potential impacts are considered unavoidable given the limited flexibility for routeing within this section of Corridor 1. To the north-east of Blaxton, Blaxton Common woodland covers a large swathe of the corridor and, together with the surrounding blocks of woodland would be difficult to avoid without the need for additional angle pylons. Moving south towards Bawtry, there is the potential for adverse impacts on views across the Idle Valley from scattered residential properties and from the settlements of Misson, Bawtry, Scaftworth and Scrooby. A back-check and review judgement has been carried out following stage one non statutory consultation and has found that in addition to the information provided in the CPRSS, it is also noted that 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 are also located within/next to Corridor 1. The conclusion of back-check concurs with Corridor 1 being discounted as a preferred option due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites. In addition, corridor 1 is a longer and less direct route compared to other options therefore not being compliant with the Holford rules. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.5	• New overhead lines are too close to Misterton / should be further from Misterton.	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 the Project Corridor Preliminary Routeing Siting Study, which was presented at our stage one non-statutory consulation and remains available on our Project website. The emerging preferred corridor was progressed primarily due to it providing an option to avoid crossing the sections of the River Ouse that are internationally designated for their bird interest (Humber Estuary designated sites). Within this section of Corridor 1 South of Thorne, there is the potential for adverse visual impacts on views from the village of Hatfield Woodhouse, and from recreational sites including Woodward Lakes and Lodges, the Yorkshire Motor and Aqua Park, and on visitors to the Humberhead Peatlands National Nature Reserve to the east of Armthorpe. These potential impacts are considered unavoidable given the limited flexibility for routeing within this section of Corridor 1. To the north-east of Blaxton, Blaxton Common woodland covers a large swathe of the corridor and, together with the surrounding blocks of woodland would be difficult to avoid without the need for additional angle pylons. Moving south towards Bawtry, there is the potential for adverse impacts on views across the Idle Valley from scattered residential properties and from the settlements of Misson, Bawtry, Scaftworth and Scrooby. A back-check and review judgement has been carried out following stage one non-statutory consultation and has found that in addition to the information provided in the CPRSS, it is also noted that the River Idle Washlands SSSI, Scrooby Top Quarry SSSI, Eskamhorn Meadows SSSI, Buntings Wood, Thorne LNR and Gamston and Eaton Woods & Roadside Verges SSSI also located within/next to Corridor 1. The conclusion of back-check concurs with Corridor 1 being discounted as a preferred option due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites. In addition, corridor 1 is longer and less direct compared to other options therefore not being compliant with the Holford rules. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.6	• Suggestion that the new overhead line should be routed in the western part of the graduated swathe past Misterton.	National Grid's preferred alignment in route section 8 routes in the western part of the graduated swathe past Misterston, in line with this request, and wider feedback received regarding route section 8. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.9.7	• Suggestion that the new overhead line should be in Corridor 4 in Section 8. This routes the overhead lines to the east of the River Trent, where there are fewer residential areas.	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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. Corridor 4 connects 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 in Corridor 3 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 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 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. However, routeing would be technically challenging. The entrance to this preliminary corridor would potentially require underground cabling with SECs, a crossing of the Humber Carbon Capture Pipeline (HCCP) (formerly the Humber Low Carbon Pipeline) Project Preferred Route Corridor, avoidance of 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 400kV overhead line would need to be crossed, together with the River Trent, the 4VK and possibly the existing 4VE 400kV overhead lines. All of the 400kV 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. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.8	• Suggestion that the new overhead line should not be routed to the west of Misterton.	Routeing to the east of Misterton would take the overhead line into Corridor 3, which was assessed within the CPRSS and has since been back checked and reviewed. The existing density and complexity of overhead lines throughout Corridor 3 east of Misterton gives rise to adverse cumulative landscape and visual impacts, should the new overhead line be routed along this Corridor. The Corridor follows the existing 4TM and ZDA 400kv 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. Routeing to the east in this section is also technically challenging and unlikely to be feasible due to the triple routeing to the west of the existing 4TM and ZDA 400kV overhead lines. 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. This introduces technical issues for future maintenance of the central overhead line if sufficient stand-off can't be maintained. Further information on the reasons for discounting Corridor 3 are set out in the CPRSS 2023 published in support of the stage one non-statutory consultation and remains available on our Project website. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation
8.9.9	• Suggestion that the new overhead line should be routed in close parallel with the existing lines in route section 8.	National Grid has carefully considered the potential for triple parallel routeing to the west of the existing 4TM and ZDA 400kV overhead lines in this location. 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 which introduces technical issues for future maintenance of the central overhead line if sufficient stand-off can't be maintained, which may limit space for machinery and require temporary diversions. Further information on the reasons for discounting Corridor 3 in this section can be found in the CPRSS 2023 published in support of the stage one non-statutory consultation and remains available on our Project website. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.10	• Suggestion that the new overhead line should be routed underground in Section 8, particularly near Misterton and Walkeringham.	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 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

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		(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 in this location. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation
8.9.11	• Suggestion that the new overhead line should not be routed to the west of Walkeringham.	Routeing to the east of Walkeringham would take the overhead line into Corridor 3, which was assessed within the Corridor and Preliminary Routeing and Siting Study (CPRSS) and has since been back checked and reviewed. The existing density and complexity of overhead lines throughout Corridor 3 east of Misterton gives rise to adverse cumulative landscape and visual impacts, should the new overhead line be routed along this corridor. The corridor follows the existing 4TM and ZDA 400kv 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. Routeing to the east in this section is also technically challenging and unlikely to be feasible due to the triple routeing to the west of the existing 4TM and ZDA 400kV overhead lines. 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. This introduces technical issues for future maintenance of the central overhead line if sufficient stand-off can't be maintained. Information on how feedback has influenced the Project is available within this report and the Design Development Report (DDR) presented at our 2025 statutory consultation.
8.9.12	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.9.13	• New overhead lines are too close to Walkeringham / should be further from Walkeringham.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our website. National Grid's preferred alignment routes the new overhead line in the west of the emerging preferred corridor and graduated swathe, furthest from Walkeringham in line with the request We have updated our proposals in the light of non-statutory consultation feedback, and we will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary.
8.9.14	• Suggestion that the new overhead line should be routed to the east of the swathe in the Haxey and Misterton area.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid's preferred alignment routes the new overhead within the east of the preferred corridor and graduated swathe, furthest from Haxey in line with the request. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.15	• Suggestion that the new overhead line should be routed on lower ground to reduce the visual impact of the Project.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which was presented at our stage one non-statutory consultation and remains available on our Project website. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity with consideration given to topography, alongside the need to make decisions on routing in context of all local features and constraints. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial

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		assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Ecology and Biodiversity		
8.9.16	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.9.17	• Concern about potential negative impacts on Chesterfield Canal SSSI / Impact on flora and fauna.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable 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 such as designated habitats, through avoidance or mitigation. Direct impacts to Chesterfield Canal SSSI (and Mother Drain, Misterton SSSI) will be avoided through the careful siting of pylons. We will continue to engage with Natural England 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 continues to develop. A number of water quality measures will be put in place during construction to prevent pollution, manage surface water runoff and protect the water quality of surface and groundwater receptors. These measures will be documented within the CEMP and secured by the DCO. Emergency preparedness plans will also be prepared to outline protocols to manage work sites and prevent pollution in the case of for example, extreme weather events, flooding. A construction dust assessment will also be undertaken by the Project, and appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, including changes to air quality. Where required, appropriate mitigation measures will be implemented, which would be detailed in a CEMP. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Environment		
8.9.18	• Concern about potential negative impacts on the environment.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

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Health, Safety and Security		
8.9.19	• Concern about impacts to UK energy security when routeing lines in close parallel / Concern about natural disasters / Concern about terrorism.	National Grid's preferred alignment has sought to route the new overhead line in close proximity to existing overhead lines where possible, to reduce the spread of infrastructure in these areas. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also, due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology.
8.9.20	• Concern about impacts to airfields/airports in section 8.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of our design work identifying our preferred alignment, National Grid has fully considered the need to find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will continue to be consulted as the Project develops as we continue to endeavour to design a solution that safely accommodates airfield operations as far as practicable. The airfield operators will be consulted as the design of the Project continues and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
Land		
8.9.21	• Concern that the new overhead line will damage existing drainage systems on farmland.	The Environmental Statement (ES) will include 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 would be undertaken to understand existing field drainage systems within the Project corridor and a surface water drainage plan will be produced to support the ES, which sets out the measures that would be adopted for managing runoff within the construction swathe. National Grid's flood risk and drainage consultants will work 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 design develops, National Grid will be working 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. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.9.22	• Negative impact on farming operations / more difficult to farm arable land / reduction in amount of agricultural land / reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

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8.9.23	• Concern some properties have not been identified in the corridor / Concern that a thorough search for landowners hasn't been undertaken.	National Grid must identify and consult with everyone who has an interest in land which is either the subject of, or may be affected by, the development of new electricity transmission assets. "People with an interest in land" are defined as owners, tenants, occupiers and mortgagees and also anyone who exercises rights over land, for example, private rights of way, sporting rights or rights to receive payments in respect of land. For all new electricity projects, National Grid will seek to identify everyone who has an interest in the land which may be affected by the new electricity transmission assets. National Grid will use public sources of information, such as information held by HM Land Registry, to create an initial Book of Reference which details all people with an interest in land, who are affected or may be affected, by the Project. This is followed up with discussions with the land owner to understand any other occupiers / tenancies. Details of how National Grid identify "People with an interest in land" can be found in Section one and two of the National Grid Guidance on Land Rights for New Electricity Transmission Assets which can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
8.9.24	• Concerns from landowners about their land being impacted by the Project.	National Grid are committed to working closely with land and property owners, occupiers to understand and mitigate the effects of the Project on their land activities. Through consultation, landowners and occupiers have the ability to provide feedback on the proposals. National Grid has an approach called the Land Rights Strategy, which provides a consistent methodology for acquiring land and land rights for their infrastructure projects. This approach is applied across infrastructure projects promoted as Development Consent Order (DCO) and Compulsory Purchase Order (CPO) schemes. Details of the Land Rights Strategy can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download As the Project design develops, National Grid will be working closely with directly impacted landowners who may be affected by our proposals, in order to minimise our impacts on their land and operations. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
Landscape and Visual		
8.9.25	• Concern about potential negative visual impacts on encircled properties and villages.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
7.9.26	• Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project

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	greenspaces / the countryside should be protected.	website. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise and Vibration		
8.9.27	• Negative impacts of operational and construction noise / disturbance to residents.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.9.28	• National Grid is using funding to remove pylons elsewhere in the country, so should not be installing more in this area.	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 Dorset, Snowdonia and the Peak District. 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, we 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. The feedback received at the non-statutory consultation has been carefully considered, and has been taken in account alongside our further assessments, as we continue to develop more detailed proposals presented at statutory consultation where stakeholders will have an opportunity to comment on our proposals further. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.9.29	• Energy systems should be decentralised / transporting energy large distances is inefficient / it costs too much to transport energy long-distances.	The Government's energy policy is to move away from large coal fired power generating stations to more numerous onshore and offshore generation sites and, as such, the electricity transmission network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. National Grid works within the framework set by Government, and we will work closely with customers, partners and communities to develop solutions, supporting the transition to decarbonised, decentralised, smart energy systems. However, as outlined in our consultation materials, and elsewhere in this report, the Project is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean

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		green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building the Project, together with other proposals, will help meet this future energy requirement.
8.9.30	• Concern that routeing the new overhead line in Section 8 will have a negative impact on the local railway line in the area.	National Grid will liaise with Network Rail throughout the process as the design evolves and through the Traffic and Transportation Chapter within the ES will identify the numbers of construction vehicles that will need to cross any level crossings so that the level of impact can be quantified and agreed. During the construction phase, the Contractor will comply with relevant Network Rail requirements and safety measures for working near a railway, to ensure that both the workers and the railway can operate safely.
8.9.31	• There is already too much infrastructure in the area / There are already overhead lines in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Statement (ES) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.9.32	• Concern about potential negative impact on the local environment / Project does not fit with broader UK government aims to reduce pylons in countryside.	National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5) (adopted January 2024) states that the government's position is that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty). The NPS provides guidance on considerations for undergrounding, including guidance for the Secretary of State (SoS) who must weigh the feasibility, cost, and any harm of the undergrounding against adverse implications of the overhead line proposal, the cost and feasibility of re-routeing overhead lines, and the cost and feasibility of the reconfiguration, rationalisation, and/or use of underground cabling. National Grid develops its Projects in line with national policy and its statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Socioeconomic		
8.9.33	• The new overhead line are routed too close to residents and villages / New overhead lines should be routed further from residents / New overhead lines should be routed around towns and villages.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are proposing to route the new overhead line in close proximity to the existing overhead lines in Section 2, limiting the spread of infrastructure in this area and the impacts of constructing a new overhead line. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages in Section 2. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.9.34	• The new overhead line should not be routed in close parallel to the existing overhead lines in Section 8, as this will increase impacts for residents who are already directly impacted by overhead lines.	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. However, National Grid understand that residents local to existing overhead lines may have concerns when faced with routeing new overhead lines in the area. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects from close paralleling existing overhead lines with new infrastructure. This assessment includes a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.9.35	• Concern that the new overhead line will encircle communities/isolated properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling new overhead lines with existing overhead lines. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.9.36	• Concern about potential negative impacts to tourism and holiday homes.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Where impacts on tourism are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.9.37	• Routeing new overhead lines in Section 8 will route them in close proximity to a privately owned wind turbine.	In developing its proposals, National Grid maps all known environmental constraints that will inform the routeing and siting. This includes known wind turbines in the area. We will continue engage with impacted landowners regarding any impacts our Project may have on their land.
8.9.38	• Negative impact on local businesses / negative impact on holiday homes / negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Walkers, Cyclists and Horse Riders		
8.9.39	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.10 Route Section 9: Chesterfield Canal to A620 east of North Wheatley

Figure 8-9 Consultee sentiment towards Section 9: Chesterfield Canal to A620 east of North Wheatley in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (490 responses)

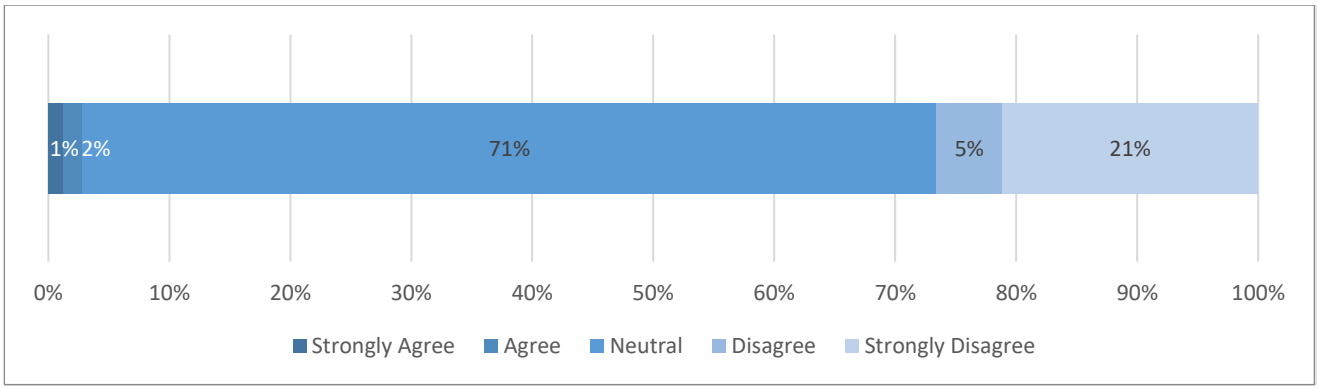


Table 8.9 - Route Section 9 - Chesterfield Canal to A620 - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Community		
8.10.1	• There is a need for more affordable local housing, and the provision of improved local infrastructure is essential to this.	The Project will help to strengthen the electricity transmission network in the UK, helping to add capability to accommodate increasing power flows from offshore wind and interconnection in both Scotland and the north-east of England.
Construction		
8.10.2	• Access for construction and maintenance should be carefully considered / Suggestion that Oaks Lane would be a good access road.	National Grid notes the recommendation to use Oaks Lane for access and maintenance. As part of our iterative design process, National Grid is undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network.
Cultural Heritage		
8.10.3	• Concerns about potential negative impacts on listed buildings, features and heritage assets.	Through routeing and siting National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid is undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.4	• Concern about potential negative impacts on Beacon Hill / Concern about impact on views and setting at Beacon Hill.	Through routeing and siting National Grid has sought to, and will continue 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). This includes impacts to Beacon Hill. National Grid is undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design		
8.10.5	• Opposition to routeing new lines through Section 9 / An alternative route should be sought further from villages and Chesterfield Canal.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. 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 the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023 and is available on our Project website.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.6	• Suggestion that the new overhead line in Section 9 should be routed underground.	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 in this location.
8.10.7	• Suggestion that the new overhead line should be routed in the western swathe in Section 9.	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 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 Grid's preferred alignment routes within the western swathe of the emerging preferred corridor as presented at non-statutory consultation in agreement with this request. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.10.8	• Concern that the new overhead line will encircle communities/isolated properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling new overhead lines with existing overhead lines. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.9	• Suggestion that the new overhead line should be routed in close parallel with the existing lines in route section 9.	As part of the design process, we 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. Routeing in close proximity to the existing overhead lines in this section would take the route into Corridor 3, which was assessed within the CPRSS published in support of the stage one non-statutory consultation in 2023 and has since been backchecked and reviewed. Assessment of Corridor 3 found the existing density and complexity of overhead lines throughout Corridor 3 south of the M180 would inevitably lead to adverse cumulative landscape and visual impacts, should the new overhead line be routed along this corridor. Achieving the benefits associated with close parallel between Beckingham and West Burton is likely to be challenging and has a high potential of becoming considered a wirescape due to the separation distances between the existing 4TM and ZDA 400kV overhead lines which at most is approximately 1.1km. The benefits of separation within the landscape would not be realised at this small distance. The preliminary corridor narrows again at Beckingham Marshes RSPB Nature Reserve, which the existing ZDA 400kV overhead line routes through and there would be a strong preference to avoid adding an additional overhead line through the Reserve. Avoidance of this Reserve would require an overhead line alongside the 4TM 400kV overhead which runs along the outskirts of Beckingham. To the south of West Burton, there are three existing overhead lines within the preliminary corridor. A close parallel alignment of the ZDA 400kV and 4VE 400kV overhead lines run southwards to Cottam and the 4ZM 400kV overhead line continues southwards to North Leverton before routeing east out of Corridor 3. Due to the flat topography within this area, the introduction of a fourth overhead line would likely result in adverse environmental impacts and be noticeable in the landscape from a long distance. This is likely to result in a wirescape and would not be compliant with Holford Rule 4 (to choose tree and hill backgrounds in preference to sky backgrounds) and Holford Rule 6, to keep the high voltage lines as far as possible independent of smaller lines, converging routes to avoid wirescape. Several deviations from close parallel would be required and in combination with the existing overhead lines, have the potential to result in adverse landscape and visual impacts. Therefore, the benefits of close parallel are outweighed by the environmental and technical challenges in this location. Where close parallel cannot be achieved, it is preferred that overhead lines should be kept completely separate for the purposes of reducing landscape and visual impacts. It is considered the assessment in the CPRSS remains valid, as confirmed though a backcheck and review and no change to the preferred corridor is

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		therefore being taken forward though this request. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.10.10	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.10.11	• Suggestion that the new overhead line should be routed to the east of the River Trent.	Corridor 4 is the only corridor to predominantly route to the east of the River Trent. Routeing into High Marnham from east of the River Trent is technically complex. A cable Sealing End Compound would be required to transition from overhead line to underground cable and then a section of underground cable into the High Marnham area, including trenchless crossing of the River Trent. Constraints such as the river, associated Flood Zone 3, potential services and contamination from the demolished power station site and multiple 400kV overhead lines increase complexity. Entering Corridor 4 from the north would also require a further section of underground cable to facilitate a crossing of two existing National Grid 400kV overhead lines (the 4TM and ZDA routes) – this would require underground cable, Sealing End Cables and terminal pylons, which could introduce system and network issues. Further detail on the assessment of Corridor 4 can be found within the CPRSS 2023 presented at the stage one non-statutory consultation in 2023 and on our Project website. Information on how feedback has influenced the Project is available within this report and the Design Development Report (DDR) presented as part of our 2025 statutory consultation.
8.10.12	• Suggestion that the new overhead line in Section 9 should be routed under the River Trent.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. We have assessed a strategic option that involves cabling the whole route and this is significantly more expensive than the chosen option for a proposed overhead line. A full evaluation of lifetime costs for each alternative strategic option can be found in the Strategic Options Report (SOR). The concludes that an overhead line provides the best balance between capital cost, network capacity, environmental and socio-economic impacts and lifetime operating costs for the transmission of high levels of power. Notwithstanding the conclusions of the SOR, laying cables specifically within the River Trent (especially for an extended distance, not just a crossing) would also come with a range of engineering and environmental challenges both during construction stage and through the long term operation and maintenance of the cables.
8.10.13	• Suggestion that the new overhead line should be routed in the eastern swathe in route section 9.	As part of the design process, we 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. Within this section of the route the preferred alignment moves towards the eastern path of the graduated swathe to pull away from the villages of North and South Wheatley to lessen visual impacts on the villages. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.14	• Suggestion that the new overhead line through route section 9 should be routed under the North Sea and cut in-land where required.	National Grid does consider all viable technology options, including underground cable and sub-sea cables as part of identifying a preferred strategic option. That work has been published in the 2023 Strategic Options report. A full evaluation of technologies and costs used in our assessments can be found in "Strategic options technical appendix 2020/2021 price base".

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.10.15	• Suggestion that the new overhead line in route section 9 should be routed a few miles further to the west, in the open countryside.	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which was presented at stage one non-statutory consultation and remains available on our Project website. A route to the west would move the overhead line to within Corridor 1 which provides a much longer and less direct option than Corridor 2 and 3, and therefore performed poorly in terms of our statutory requirements. Proximity to a number of constraints, including, Doncaster Sheffield Airport, and Retford (Gamston) Airport, provided further complications to routeing. While there was limited opportunity for a close parallel alignment in the southern part of Corridor 1 along the existing 275 kV XE overhead line, it was considered insufficient to make this corridor a favourable choice. A back-check and review judgement has been carried out following stage one non-statutory consultation and the conclusion concurs with Corridor 1 being discounted as a preferred option due to the extensive land use constraints, unavoidable limitations, proximity to sensitive designated sites and being a less direct route and therefore not compliant with the Holford rules. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 presented during our statutory consultation.
8.10.16	• Concern that the scheme will impact a number oil wells along the A631, between Beckingham and Gringely.	As part of the design process, National Grid seek to avoid impacts where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment, including ground conditions, are considered when developing the proposals for the Project. An EIA is a legal requirement for this development, and a wide range of environmental subjects are being taken into consideration as part of this process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.17	• Suggestion that the new overhead line in Section 9 should route much further to the east, towards Saundby and Bole.	A route toward the east would take the alignment of the overhead line into Corridor 3 which was assessed within the CPRSS published in support of the stage one non-statutory consultation in 2023 and has since been back checked and reviewed. Assessment of Corridor 3 in this section of the route found the existing density and complexity of overhead lines throughout Corridor 3 south of the M180 would inevitably lead to adverse cumulative landscape and visual impacts, should the new overhead line be routed along this corridor. Achieving the benefits associated with close parallel between Beckingham and West Burton is likely to be challenging and has a high potential of becoming considered a wirescape due to the separation distances between the existing 4TM and ZDA 400kV overhead lines which at most is approximately 1.1km. The benefits of separation within the landscape would not be realised at this small distance. The preliminary corridor narrows again at Beckingham Marshes RSPB Nature Reserve, which the existing ZDA 400kV overhead line routes through and there would be a strong preference to avoid adding an additional overhead line through the Reserve. Avoidance of this Reserve would require an overhead line alongside the 4TM 400kV overhead which runs along the outskirts of Beckingham. To the south of West Burton, there are three existing overhead lines within the preliminary corridor. A close parallel alignment of the ZDA 400kV and 4VE 400kV overhead lines run southwards to Cottam and the 4ZM 400kV overhead line continues southwards to North Leverton before routeing east out of Corridor 3. Due to the flat topography within this area, the introduction of a fourth overhead line would likely result in adverse environmental impacts and be noticeable in the landscape from a long distance. This is likely to result in a wirescape and would not be compliant with Rule 4, to choose tree and hill screening as a background in preference to sky and Rule 6 of the Holford Rules, to keep overhead lines as far apart to avoid wirescape. Several deviations from close parallel would be required and in combination with the existing overhead lines, have the potential to result in adverse landscape and visual impacts. Therefore, the benefits of close parallel are outweighed by the environmental and technical challenges in this location. Where close parallel cannot be achieved, it is preferred that overhead lines should be kept completely separate for the purposes of reducing landscape and visual impacts. It is considered the assessment in the CPRSS remains valid, as confirmed though a backcheck and review and no change to the preferred corridor is therefore being taken forward though this request.
8.10.18	• Suggestion that West Burton power station, which has a battery storage unit and land for an extension, should be used as the power station, rather than the decommissioned High Marnham power station.	Our Strategic Options Report 2023 (SOR) presented at non-statutory consultation 2023 explains in detail how we have considered a range of technical, environmental, socio-economic and cost factors in determining the most suitable strategic option to take forward to meet the network reinforcement required in the region. A new 400 kV overhead electricity transmission line between a new substation near Creyke Beck and a new substation at High Marnham is preferred due to the value to customers presented, the route length and the ability of the circuit to a new substation at High Marnham being able to support future reinforcements and allow system efficiencies.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Ecology and Biodiversity		
8.10.19	• Concern about potential negative impacts on the RSPB Reserve at Beckingham Marshes/ Impact on breeding ground waterfowl.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 RSPB Reserve at Beckingham Marshes, through avoidance or mitigation. National Grid is undertaking consultation with the RSPB in this regard, and their technical advice is be taken into account during the design and assessment phases. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.20	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 Walkeringham Nature Reserve and the Gringely Carrs area, through avoidance or mitigation. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Health, Safety and Security		
8.10.21	• Concern that the new overhead line are routed too close to schools in route section 9.	As part of the design process, National Grid seek to avoid impacts on schools and other community facilities where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages, schools and businesses, where there are likely to be people who live and work in the area. We are proposing to route the new overhead line in close proximity to the existing overhead where possible in Section 7, limiting the spread of infrastructure in this area and the impacts of constructing a new overhead line. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. The socio-economic assessment as part of the EIA for the Project will assess the effects of potential disruption, severance and land take for community facilities, including schools. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to schools and other community facilities in route section 9. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Land		
8.10.22	• Concerns from landownwers about their land being impacted by the Project.	National Grid is committed to working closely with land and property owners, occupiers to understand and mitigate the effects of the Project on their land activities. National Grid has an approach called the Land Rights Strategy, which provides a consistent methodology for acquiring land and land rights for their infrastructure Projects. This approach is applied across infrastructure Projects promoted as

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		Development Consent Order (DCO) and Compulsory Purchase Order (CPO) schemes. Details of the Land Rights Strategy can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download As the Project design develops, National Grid will be working 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.10.23	• Concern about a lack of compensation / Landowners won't be compensated fairly / Concern landowners will be forced to sell their property through CPO.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy[21]. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to seek compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached.
8.10.24	• Negative impact on farming operations / more difficult to farm arable land / reduction in amount of agricultural land / reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
Landscape and Visual		
8.10.25	• Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural greenspaces / the countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. Through the routeing and siting exercise we have sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website and was presented at the stage one non-statutory consultation in 2023. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.26	• Concern about potential negative visual impacts on encircled properties and villages.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact

[21] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

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		Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise and Vibration		
8.10.27	• Negative impacts of operational and construction noise / disturbance to residents.	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.10.28	• There is already too much infrastructure in the area / There are already overhead lines in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, undertake a cumulative impact assessment 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 will be 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) will be undertaken of the Project and those short-listed developments. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.10.29	• National Grid is using funding to remove pylons elsewhere in the country, so should not be installing more in this area.	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 Dorset, Snowdonia and the Peak District. 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, we 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. The feedback received at the non-statutory consultation has been carefully considered, and has been taken into account alongside our further assessments, as we developed more detailed proposals presented at our statutory consultation, where stakeholders have an opportunity to comment on our proposals further. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.10.30	• National Grid must consider already planned	With regards 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 determining authorities. Any such application would be considered in accordance with planning policy and material

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	developments / National Grid should engage and work with local planning authorities and developers / National Grid should work with other developers to minimise impacts of construction.	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 will be considered within the cumulative impact assessment of the Project. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements and where appropriate, minimise impacts on the local area.
Socioeconomic		
8.10.31	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment considers any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.10.32	• Negative impact on local businesses / negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. The results of the initial environmental assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Walkers, cyclists, and horse riders		
8.10.24	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		network. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the EIA. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be incorporated The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.11 Route Section 10: A620 east of North Wheatley to Fledborough

Figure 8-10 Consultee Sentiment towards Section 10: A620 east of North Wheatley to Fledborough in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

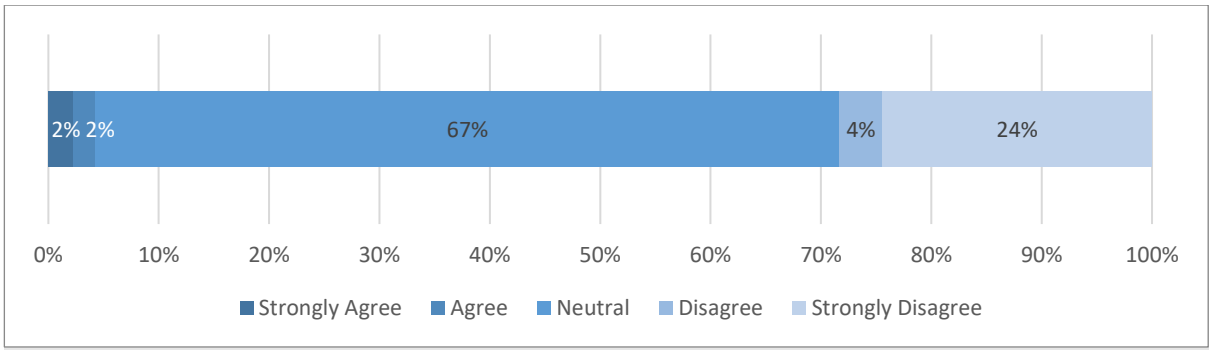


Table 8.10 - Route Section 10 – A620 to Fledborough - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.11.1	• Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Should any temporary haul roads be required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
8.11.2	• Concern that additional construction traffic in local towns and villages will increase safety risk to local car users and pedestrians.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. In addition to this, National Grid, will be undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Consultation		
8.11.3	• The proposed swathe in Section 10 is too wide to provide feedback/ A provisional	The stage one non-statutory consultation was at the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	overhead line should have been presented.	carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process. This information was based upon desk-based reviews and freely accessible resources. As the Project's design progresses, detailed environmental baseline will be collected to enable the undertaking of the Environmental Impact Assessment (EIA). This will include but not be limited to, a range of seasonal surveys on flora and fauna, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. All the feedback received has been read and has been considered in the development of our proposals. We are presenting more detailed information on our proposals at our statutory consultation, including how feedback has shaped the Project. We are also sharing further information relating to environmental baseline information collected and the potential environmental impacts of our proposals and how these are proposed to be mitigated. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.4	• National Grid should have undertaken engagement with Parish Councils in the impacted areas.	National Grid undertook engagement with Parish Councils at the start of the consultation period, writing to Parish Councils both within the Primary Consultation Zone (PCZ) and in neighbouring area to offer briefings. National Grid held several Project briefings at the start of the consultation period with a number of impacted Parish Councils attending. Details of this can be found in the body of this report. National Grid will continue to engage and work with Parish Councils as the Project progresses.
Cultural Heritage		
8.11.5	• Concerns about potential negative impacts on listed buildings, features and heritage assets / negative impact on conservation villages.	Through routeing and siting National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques National Grid will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.6	• Concern about potential negative impacts on North Leverton Windmill / Negative visual impact on North Leverton Windmill / Negative impact on character and setting on North Leverton Windmill / North Leverton Windmill should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. 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. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character, amenity value and designated heritage assets that include the Grade II* listed North Leverton Windmill, as we develop our proposals and seek to reduce effects. The preferred alignment takes a western alignment within the corridor seeking to reduce impact on the Grade II* listed windmill. We are undertaking a Landscape and Visual Impact Assessment (LVIA), as well as an assessment on the impacts to cultural heritage, that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities, whilst the cultural heritage chapter will assess impacts upon heritage assets including the designated Grade II* listed North Leverton Windmill. Where significant effects are anticipated, the LVIA and the cultural heritage chapter will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Design		
8.11.7	• Suggestion that the new overhead line should take a direct route from Treswell to Dunham, routeing to the east from Treswell, closer to Dunham.	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. South of Treswell the preliminary corridor splits into an eastern (C2p-(e)) and western leg (C2p(w)) to avoid Rampton Secure Hospital, Stokeham and East Drayton. Whilst there was no strong technical preference between these two options, the western option was preferred from an environmental perspective as it sits on slightly higher land, while the eastern option drops towards the floodplain of the River Trent. Moving east as the request suggests, would place the overhead line in closer proximity to the close parallel alignment of the ZDA and 4VE 400kV overhead lines, leading to greater likelihood of creating a wirescape and visual confusion from three overhead lines. Given the presence of three existing overhead transmission lines in this section of the Trent Valley there was considered to be greater potential for significant cumulative landscape and visual impacts, especially on the settlements of Laneham and Ragnall, which would be enclosed to the east and west by overhead lines in close proximity should a direct route from Treswell to Dunham take place. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.8	• New overhead lines are too close to Darlton / should be further from Darlton.	As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. National Grid has considered the respondents feedback highlighting a preference for the new overhead line to be routed further from Darlton. The preferred alignment follows a route which extends to the east of Darlton, increasing the distance from the settlement. We are also undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.9	• Suggestion that the new overhead line should be routed further to the east in Section 10, between Darlton and Ragnall.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. A eastern route between Darlton and Ragnell was assessed as part of the localised non – statutory consultation held in July 2024. A review and analysis of the feedback received has now been carried out, alongside further environmental, lands and technical assessments of the eastern corridor. The review has concluded 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. A Project decision has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024. Our overall decision on the preferred corridor is set out in the Design Development Report 2025.
8.11.10	• Suggestion that the new overhead line should be routed to the east of swathe near Darlton.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlements of East Drayton and Darlton. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.11	• Suggestion that the new overhead line should be routed	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative

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	in close parallel with the existing overhead lines in Section 10.	corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. An eastern route within the Trent Valley in Section 10 has been assessed and reviewed as part of the 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 has been 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 has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024 and our overall decision on the preferred corridor is set out in the Design Development Report 2025.
8.11.12	• New overhead lines are too close to East Drayton / should be further from East Drayton.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlements of East Drayton and Darlton. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.13	• Suggestion that the new overhead line should be routed further to the west, between East Drayton and Upton	Routing the new overhead line further west towards Upton and Headon would result in the line being in close proximity to Headon airfield (a training facility business with 2 runways) and would potentially result in closure of the business. It would also bring the line closer to Gamston & Eaton Woods SSSI to the west and would result in the new overhead line being a longer distance with an additional angle tower as the proposed route would have to come back southeast into High Marnham. For these reasons, this option was not taken forward by the Project. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.14	• Suggestion that the new overhead line should be routed to the west of the swathe near East Drayton.	Routing the new overhead line in the western part of the swathe near East Drayton would result in the new line being closer to closer to Headon airfield, and the Grade II listed farmhouse, noting there would also be socio-economic disruption if the route goes east closer to residential properties. In balance there is an overall preference for a more central path (slightly further east) through this swathe, equidistant from constraints on either side. For these reasons, this option was not taken forward by the Project. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.15	• Suggestion that the new overhead line should be undergrounded in Section 10.	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 in this location.
8.11.16	• Suggestion that existing brownfield land on the Marnham Power Station Site should be used to locate the substation.	The new High Marnham substation did not form part of the proposals for the Project during our stage one non-statutory consultation. The High Marnham substation is part of a project called Brinsworth to High Marnham, and a consultation on the proposals for a new substation took place in April and May 2024. We are applying for planning permission under the Town and Country Planning Act for the new 400 kV substation to Bassetlaw District Council. We are applying for planning permission from the local planning authority for the substations because they are also needed to provide a connection point for third party developments to connect into the transmission network in the High Marnham area. A planning application will be submitted to Bassetlaw District Council for the new High Marnham substation in 2025. Members of the public should submit comments on the applications directly to the relevant council once the applications have been submitted. While the new substation at High Marnham did not form part of our proposals for the Project during our stage one non-statutory consultation, we have made the decision to include both substations within the statutory consultation for the project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.

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8.11.17	• New overhead lines are too close to North and South Leverton / should be further from North and South Leverton.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlements of North and South Leverton. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application
8.11.18	• Suggestion that the new overhead line should be routed much further to the west in the North and South Leverton area.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. An option to route further to the west in the North and South Leverton area was considered as part of the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation in 2023. A route to the west would utilise the Corridor 2 to Corridor 1 Link (C2-C1-Link_a to C2-C1-Link_e). 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 and would also result in an additional length of overhead line and implications for programme.
8.11.19	• Suggestion that the new overhead line should be routed to the west of the swathe near North and South Leverton.	Routeing new overhead lines in the western part of the graduated swathe near North and South Leverton would bring the proposed new overhead line closer to Grove Farm and Forwood Farm Airfields as well as Maumhill Wood Local Wildlife Site and Treswell Wood SSSI. The western side of the graduated swathe also tends to be on higher ground than the east and as such there is a preference for the overhead line to be in the lower elevated landscape. National Grid through the routeing and siting exercise has sought to reduce impacts arising from the overhead line and we will continue to consider effects as we develop our proposals and seek to reduce effects. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.20	• New overhead lines are too close to North and South Wheatley / should be further from North and South Wheatley.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlements of North and South Wheatley and takes an eastern route through the corridor to maintain distance from the villages. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are presented in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.21	• Suggestion that the new overhead line should be routed to the east of the swathe in the North and South Wheatley area, equidistant between North/South Wheatley and Sturton-le-Steeple.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlements of North and South Wheatley and takes an eastern route through the corridor to maintain distance from the villages and remains equidistant between North/South Wheatly and Sturton-le-Steeple as is requested. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are presented in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.22	• Suggestion that the new overhead line should be routed to the east in the North and South Wheatley area, in close parallel with the existing lines.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. An eastern route within the Trent Valley in Section 10 has been assessed and reviewed as part of the localised non – statutory consultation held in July 2024.

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		Review and analysis of the feedback received, alongside further environmental, lands and technical assessments of the eastern corridor has been 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 has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024 and our overall decision on the preferred corridor is set out in the Design Development Report 2025.
8.11.23	• Suggestion that the new overhead line should be routed to the east in the North and South Leverton area, in close parallel with the existing lines.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. A eastern route within the Trent Valley in Section 10 has been assessed and reviewed as part of the 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 has been 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 has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024 and our overall decision on the preferred corridor is set out in the Design Development Report 2025.
8.11.24	• Suggestion that the new overhead line in route section 10 should be routed under the River Trent.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. We have assessed a strategic option that involves cabling the whole route and this is significantly more expensive than the chosen option for a proposed overhead line. A full evaluation of lifetime costs for each alternative strategic option can be found in the Strategic Options Report (SOR) presented at non-statutory consultation 2023 and available on the Project website. The SOR concludes that an overhead line provides the best balance between capital cost, network capacity, environmental and socio-economic impacts and lifetime operating costs for the transmission of high levels of power. This report has been updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). Notwithstanding the conclusions of the SOR, laying cables specifically within the River Trent (especially for an extended distance, not just a crossing) would also come with a range of engineering and environmental challenges both during construction stage and through the long term operation and maintenance of the cables. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.25	• Suggestion that the new overhead line should be in Corridor 4 in Section 10, to the east of the River Trent.	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. Corridor 4 is the furthest east corridor option and is the shortest as it does not connect to Creyke Beck, instead connecting to the northern section of Corridors 2 or 3 at a point southwest of Scunthorpe to complete the route. Key constraints to note for this corridor include five existing 400kV overhead lines, which would need to be crossed, the River Trent and the road and rail network. Corridor 4 is not a preferred option for development of the overhead line due to the landscape and visual, ecological, socio-economic, technical complexity and construction and delivery constraints arising from Corridor 4.

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8.11.26	• Suggestion that the Project should terminate at Cottam Power Station and link up with the current refurbishment of the Cottom to Wymondley line.	Our Strategic Options Report (SOR) presented at non-statutory consultation 2023 explains in detail how we have considered a range of technical, environmental, socio-economic and cost factors in determining the most suitable strategic option to take forward to meet the network reinforcement required in the region. A new 400 kV overhead electricity transmission line between a new substation near Creyke Beck and a new substation at High Marnham is preferred due to the value to customers presented, the route length and the ability of the circuit to a new substation at High Marnham being able to support future reinforcements and allow system efficiencies.
8.11.27	• Opposition to routeing new overhead lines in route section 10 / an alternative route should be sought.	National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the emerging preferred corridor in which the new overhead line is proposed to be routed, can be found in the Project CPRSS 2023 presented at the non-statutory consultation 2023 and is available on our project website. National Grid through the routeing and siting exercise has sought to reduce impacts arising from the overhead line our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.28	• Suggestion that the new overhead line are routed on lower ground in route section 10, as they're currently routed on high ground.	National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, presented at our non-statutory consultation 2023 and which is available on our Project website. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.11.29	• Suggestion that the new overhead line should be routed much further to the east, along the banks of the River Trent.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. A eastern route within the Trent Valley in Section 10 has been assessed and reviewed as part of the 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 has been 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. A project decision has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Design Development Report 2025.
8.11.30	• Suggestion that the new overhead line should be routed much further to the west in Section 10, further from properties.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Routeing to the west in section 10 would take the overhead line into the western Link of Corridor 2. A number of constraints to development were established through taking this western approach. To the north-west of Hayton, there is a large expanse of peaty soils. Infrastructure is likely to be required within these peaty soils and as such technical risk would be increased due to potential waterlogging and ground subsidence which may impact pylon foundations and accesses. Several DNO overhead line assets also traverse this area and as such would likely require mitigation, including a 132kV DNO overhead line which bisects the Link to the south-west of Hayton. To the north-west of Welham, an additional crossing of the Chesterfield Canal may be necessary. The orientation of the canal is such that multiple crossings may be required if routeing on the western side of the Link. A railway line also traverses the Link at the same point and therefore both of these constraints may need to be crossed in a single span which could increase technical complexity. 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 the Project CPRSS, which is available on our Project website.
8.11.31	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.11.32	• New overhead lines are too close to Sturton le Steeple / should be further from Sturton-le -Steeple.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlement of Sturton-le-Steeple. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and

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		assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.33	• Suggestion that the new overhead line should be aligned with road infrastructure to mitigate its environmental impact.	As part of the routeing and siting process, National Grid take into account a range of factors, including the most appropriate engineering solution alongside environmental, cost and socio-economic factors. It has not been deemed appropriate or necessary in this section to prioritise the alignment of overhead lines other infrastructure. Where appropriate, National Grid has sought to route the new overhead line in close parallel with the existing overhead lines, to minimise the impacts of constructing new overhead lines.
8.11.34	• Suggestion that the new overhead line should be routed around towns and villages / The new overhead line are routed too close to residents.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The preferred alignment seeks to be informed by the settlement of Sturton-le-Steeple. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.35	• Alternative Options proposed relating to Grove Farm Airfield.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Considering the consultation feedback received and a backcheck and review of our previous work, we identified a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. An eastern route within the Trent Valley has since been assessed and reviewed as part of the 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 has been 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. A project decision has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line preferred alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Design Development Report 2025.
Ecology and Biodiversity		
8.11.36	• Concern about potential negative impact on local wildlife, habitats and river ecology - including protected species/special habitats.	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. Assessment of impacts on birds and designated sites with qualifying ornithological features will be undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data. Bird strike risk will be included in the assessment. Consultation with RSPB and NE has been ongoing and will continue as required. We will continue to engage with Natural England, the RSPB, Local Planning Authorities and relevant groups on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
8.11.37	• Concern about potential negative impact on Treswell	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable 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

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		Woods SSSI / Concern about potential negative impact on wildlife and species in this area.	sensitivity through avoidance or mitigation, including protected and notable species and habitat and designated sites, such as Treswell Wood Site of Special Scientific Interest (SSSI) and Local Wildlife Site (LWS) and Ashton's Meadow SSSI/LWS. Direct impacts to habitats and species inside the boundary of Treswell Wood SSSI will be avoided, as the route corridor is outside of this designated area. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, such as noise, visual disturbance and changes to air quality. Where required, appropriate mitigation measures will be implemented, which would be detailed in a CEMP. We will continue to engage with Natural England 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 continues to develop. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
8.11.38	•	Concern about negative impacts on trees and woodland / potential felling of trees and woodland / local trees and woodland should be protected.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we are considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of this, arboricultural surveys will be undertaken to inform on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal, these will be compensated for and actioned by Landscape Architects. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Economic			
8.11.39	•	Negative operational and construction impacts on local businesses and services / negative impact on the local economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socioeconomic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). This will be considered in terms of size of the impact (magnitude) and the vulnerability of the businesses (sensitivity) to impacts in the construction and operational phase. National Grid, as part of our iterative design process, will undertake 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. As part of this

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		assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Environment		
8.11.40	• Concern about potential negative impact on the local environment.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.41	• Concern that the new overhead line in Section 7 will result in the encirclement of communities and properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.42	• The new overhead line should be aligned with field boundaries/margins to mitigate its impact on the environmental impact.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis. Particular agricultural 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.
Flood Risk		
8.11.43	• Concern about the potential increase in flood risk in Section 10.	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. In parts of the Project where flood zones are extensive and cannot be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment which will characterise flood conditions (extents, depths, frequencies). This information will inform 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 will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

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Health, Safety and Security		
8.11.44	• Concern that routeing new overhead lines will lead to an increase in security threat for landowners in the local area.	As the Project design develops, National Grid will be working 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. The National Grid Construction best practice for overhead line installation sets out National Grid's approach to good practice when we carry out work to install, maintain and operate equipment on, over in or under land and what you as landowner/occupier can expect. Details of the document can be found here: https:nationalgrid.com/electricity-transmission/document/140436/download. An Agricultural Liaison Officer (ALO) 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.11.45	• Concern that one of the proposed swathes is in close proximity to Rampton Hospital and Rampton Mental Hospital.	As part of the design process, National Grid seek to avoid impacts on hospitals where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid hospitals, where there are likely to be users of the hospital in the area. We are proposing to route the new overhead line in close proximity to the existing overhead where possible in Section 7, limiting the spread of infrastructure in this area and the impacts of constructing a new overhead line. We are undertaking 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 socio-economic assessment as part of the EIA for the Project will assess the effects of potential disruption, severance and land take for community facilities, including hospitals. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to hospitals and other community facilities in route section 10. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Land		
8.11.46	• Concerns from landownwers about their land being impacted by the Project, including being used for access routes.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to include compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.11.47	• Negative impact on farming operations / more difficult to farm arable land / reduction in amount of agricultural land / reduction in quality of agricultural land.	National Grid recognises that there is the potential for impacts. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

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8.11.48	• Concern about the amount of land required by National Grid for the new overhead line.	The consultation materials shown at non-statutory consultation illustrate a preferred corridor, within which National Grid is proposing to route new overhead lines. As the Project progresses, National Grid will reduce the area of land required by the Project, and refine its design in line with feedback and further technical and environmental assessments. 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. We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. If a voluntary agreement cannot be reached, we will seek the required rights by compulsory acquisition and ensure fair compensation for any compulsory purchase of land under the Compulsory Purchase Compensation Code. National Grid can only compulsorily acquire land where they are able to demonstrate it is needed by the Project. National Grid cannot take more land than is required for the Project and have a clear idea of how they intend to use the land which it is proposed to acquire. Section 122 of the Planning Act provides that a development consent order may only authorise compulsory acquisition if the Secretary of State is satisfied that: • the land is required for the development to which the consent relates, or is required to facilitate, or is incidental to, the development, or is replacement land given in exchange under section 131 or 132, and • There is a compelling case in the public interest for the compulsory acquisition. National Grid will be including information as part of its DCO Application to explain why and how it considers the above requirements are met should it be necessary to include powers of compulsory acquisition as part of the proposals.
8.11.49	• Landowner noted they would be open to the inclusion of some of their land by the Project.	Through consultation, any feedback received will be reviewed. Where a parcel of land is offered up for National Grid for use, such as land for a temporary compound, these requests will be considered.
8.11.50	• Concern some properties have not been identified in the corridor / Concern that a thorough search for landowners hasn't been undertaken.	National Grid must identify and consult with everyone who has an interest in land which is either the subject of, or may be affected by, the development of new electricity transmission assets. "People with an interest in land" are defined as owners, tenants, occupiers and mortgagees and also anyone who exercises rights over land, for example, private rights of way, sporting rights or rights to receive payments in respect of land. For all new electricity projects, National Grid will seek to identify everyone who has an interest in the land which may be affected by the new electricity transmission assets. National Grid will use public sources of information, such as information held by HM Land Registry, to create an initial Book of Reference which details all people with an interest in land, who are affected or may be affected, by the Project. This is followed up with discussions with the land owner to understand any other occupiers / tenancies. Details of how National Grid identify "People with an interest in land" can be found in Section one and two of the National Grid Guidance on Land Rights for New Electricity Transmission Assets which can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
8.11.51	• Concern that the new overhead line in Section 6 will damage existing drainage systems on farmland.	The Environmental Statement (ES) will include 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 would be undertaken to understand existing field drainage systems within the Project corridor and a surface water drainage plan will be produced to support the ES, which sets out the measures that would be adopted for managing runoff within the construction swathe. National Grid's flood risk and drainage consultants will work 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 design develops, National Grid will be working 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.

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8.11.52	• Concern about a lack of compensation / Landowners won't be compensated fairly	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides the ability to include compulsory acquisition powers and if successful we would need to rely on these powers in the event voluntary agreement cannot be reached. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
Landscape and Visual		
8.11.53	• Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural greenspaces / the countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project 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 the Project CPRSS, which is available on our Project website. Through the routeing and siting exercise we have sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.54	• Concern that routeing additional overhead lines in Section 10 will create a wirescape in the area.	The Holford Rules are used as a guide for routeing of overhead line infrastructure. Rule 6 states: In country which is flat and sparsely planted, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concentration or 'wirescape'. In addition, there is also a note on Rule 6 which discusses minimising confusing appearances and to: Arrange wherever practicable that parallel or closely related routes are planned with tower types, spans and conductors forming a coherent appearance; where routes need to diverge, allow where practicable sufficient separation to limit the effects on properties and features between the lines. Taking into account the feedback received and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. A eastern route within the Trent Valley in route section 10 has been assessed and reviewed as part of the localised non – statutory consultation held in July 2024. In route section 10, the preferred alignment routes to the west of the Trent Valley and away from the existing overhead lines. As part of our review of the eastern corridor assessments confirmed that due to the constraints within the Trent Valley triple parallel with the existing lines would not be feasible and the risk of wirescape was not avoidable. The preferred alignment avoids the risk of wirescape in route section 10. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Design Development Report 2025.
8.11.55	• Concern about potential negative visual impacts on encircled properties and villages.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

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Noise and Vibration		
8.11.56	• Negative impacts of operational and construction noise / disturbance to residents / construction should be undertaken at sociable hours.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.11.57	• There is already too much infrastructure in the area / There are already overhead lines in the area / There are already power stations in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Statement (ES) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.11.58	• Concern the new overhead line will prevent and constrain the development of East Drayton, including the development of new houses to the east of the village. The new overhead line will also go against the village plan.	The relevant neighbourhood plans along the proposed route have been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
8.11.59	• Concern the new overhead line will prevent and constrain the development of North Wheatley. There are plans to construct houses to the east of the village.	The relevant neighbourhood plans along the proposed route have been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
8.11.60	• National Grid must consider already planned developments / National Grid should engage	With regards 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 determining authorities. Any such application would be considered in accordance with planning policy and material considerations, such as scale, suitability, and need.

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	and work with local planning authorities and developers.	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 will be considered within the cumulative impact assessment of the Project. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements
8.11.61	• The new infrastructure in Section 10 should be linked to the existing infrastructure in the area.	Our Strategic Options Report (SOR) explains in detail how we have considered a range of technical, environmental, socio-economic and cost factors in determining the most suitable strategic option to take forward to meet the network reinforcement required in the region. A new 400 kV overhead electricity transmission line between a new substation near Creyke Beck and a new substation at High Marnham is preferred due to the value to customers presented, the route length and the ability of the circuit to a new substation at High Marnham being able to support future reinforcements and allow system efficiencies.
Socioeconomic		
8.11.62	• Concern that the new overhead line will encircle communities/isolated properties.	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. Through siting new overhead lines in close proximity to existing lines, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines to both sides. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling new overhead lines with existing overhead lines.
8.11.63	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment considers any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.64	• Concern that the additional overhead lines will worsen phone signal in the local area.	Radiofrequency emissions can interfere with electrical equipment, telecommunication, Wi-Fi and broadcast equipment. These emissions are limited from overhead lines by designing to National Grid's Technical Specifications, which include the requirements of standards. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, Wi-Fi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project.
8.11.65	• Concern the new overhead line will have a negative impact on tourism in the local area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Where impacts on tourism are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the EIA and the Construction Traffic Management Plan (CTMP). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.11.66	• Concern about potential negative impacts on the safety of pilots using airfields / Concern the potential negative impact on operation of airfields.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 km of the

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		emerging preferred corridor presented at non-statutory consultation in 2023 and have offered and held meetings to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a preferred alignment, National Grid will need to fully consider and find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable. The airfield operators will be consulted as the design of the Project continues and reasonable and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
8.11.67	Consultee appreciates the need to avoid towns and villages, but concern this will be at the expense of isolated properties.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account engineering, environmental, cost and socio-economic factors. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Walkers, cyclists, and horse riders		
8.11.68	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

8.12 Route Section 11: Fledborough to High Marnham

Figure 8-11 Consultee Sentiment towards Section 11: Fledborough to High Marnham in response to question 2a on the feedback form - *'do you agree with the emerging preferred corridor that has been identified?'* (489 responses)

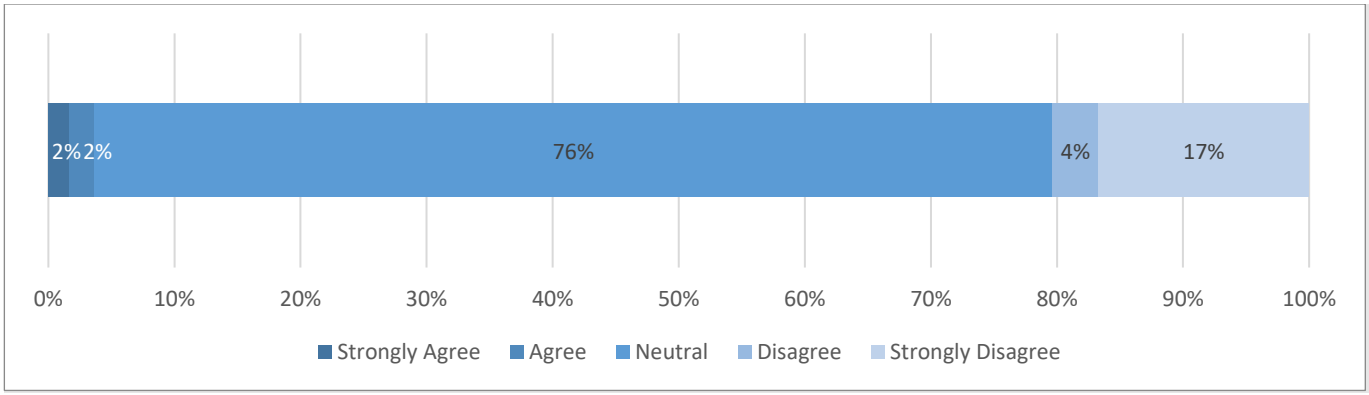


Table 8.11 - Route Section 11 – Fledborough to High Marnham - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Construction		
8.12.1	• Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents.	National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.
Consultation		
8.12.2	• National Grid should engage landowners and key stakeholders regarding the location of the new substation in Section 11.	National Grid is committed to engaging and working closely with land and property owners, statutory stakeholder and wider community members. National Grid will continue to engage with stakeholders, and take their opinions into account, as we refine our design proposals Project. While the new substation at High Marnham did not form part of our proposals for the Project during our stage one non -statutory consultation, we have made the decision to include both substations within the statutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.
Design		
8.12.3	• Existing infrastructure should be upgraded/re-inforced instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
8.12.4	• Suggestion that the new overhead line should be undergrounded in Section 11.	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 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. As such, based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.12.5	• Energy systems should be decentralised / transporting energy large distances is inefficient / it costs too much to transport energy long-distances.	The Government's energy policy is to move away from large coal fired power generating stations to more numerous onshore and offshore generation sites and, as such, the electricity transmission network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. National Grid works within the framework set by Government, and we will work closely with customers, partners and communities to develop solutions, supporting the transition to decarbonised, decentralised, smart energy systems. However, as outlined in our consultation materials, and elsewhere in this report, the Project proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building the Project, together with other proposals, will help meet this future energy requirement.
8.12.6	• Suggestion that the new overhead line should be routed further to the east, in corridor C2p(e) rather than C2p(w), so the overhead lines cut across open farmland.	South of Treswell the preliminary corridor splits into an eastern (C2p-(e)) and western leg (C2p(w)) to avoid Rampton Secure Hospital, Stokeham and East Drayton. There was no strong technical preference between these two options, however the western option was preferred from an environmental perspective. The western leg is located on slightly higher land, while the eastern option drops towards the floodplain of the River Trent. It is situated in closer proximity to the close parallel alignment of the ZDA and 4VE 400kV overhead lines, leading to greater likelihood of creating a wirescape and visual confusion from three overhead lines. Given the presence of three existing overhead transmission lines in this section of the Trent Valley there was considered to be greater potential for significant cumulative landscape and visual impacts, especially on the settlements of Laneham and Ragnall, which would be enclosed to the east and west by overhead lines in close proximity. Further appraisal work and findings regarding the emerging preferred corridor as presented at the non-statutory consultation 2023 can be found in the CPRSS 2023.
8.12.7	• Suggestion that the new overhead line should take a direct route through Section 11, making it shorter, reducing its impacts.	Within route section 11 the preferred alignment takes a direct route to the substation in line with the feedback received. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
8.12.8	• New overhead lines are too close to High Marnham / should be further from High Marnham.	The preferred alignment approaches High Marnham from the northeast to connect with the High Marnham Substation north of the village. The routeing zone into High Marnham Substation will be determined when the substation position is fixed. This will be an iterative process whereby the location and design of the substation will determine the positions of the end of the overhead line connection, whilst at the same time the potential impacts of different options for the final section of overhead line will be taken into account in the process of determining the substation location. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.12.9	• Suggestion that the new overhead line should be routed much further to the east, along the banks of the River Trent.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received from our non-statutory consultation 2023 and a backcheck and review of our previous work, led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. An eastern route within the Trent Valley in Section 11 has been assessed and reviewed as part of the localised non – statutory consultation held in July 2024. Review and analysis of the feedback received from our non-statutory consultation 2023 alongside further environmental, lands and technical assessments of the eastern corridor has been 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. A project decision has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024 and our overall decision on the preferred corridor is set out in the Design Development Report 2025.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
8.12.10	• Suggestion that the new overhead line should be routed in close parallel with the existing overhead lines in Section 11.	As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. Taking into account the feedback received from our non-statutory consultation 2023 and a backcheck and review of our previous work, it led us to the identification of a potential alternative corridor for a section of the Project between South Wheatley and High Marnham, which we refer to as the eastern corridor. A eastern route within the Trent Valley in Section 10 has been assessed and reviewed as part of the 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 has been 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 has been made to take the emerging preferred (western) corridor forward for the North Humber to High Marnham overhead line route alignment. Further appraisal work and findings regarding the alternative eastern corridor between South Wheatley to High Marnham can be found in the Supplementary Corridor and Routeing Report (SCRR) 2024 and our overall decision on the preferred corridor is set out in the Design Development Report 2025.
8.12.11	• Suggestion that the new overhead line be routed on lower ground in Section 11, as it is currently routed on high ground.	South of Treswell the preliminary corridor splits into an eastern (C2p-(e)) and western leg (C2p(w)) to avoid Rampton Secure Hospital, Stokeham and East Drayton. There was no strong technical preference between these two options, however the western option was preferred from an environmental perspective. The western leg is located on slightly higher land, while the eastern option drops towards the floodplain of the River Trent. It is situated in closer proximity to the close parallel alignment of the ZDA and 4VE 400kV overhead lines, leading to greater likelihood of creating a wirescape and visual confusion from three overhead lines. Given the presence of three existing overhead transmission lines in this section of the Trent Valley there was considered to be greater potential for significant cumulative landscape and visual impacts, especially on the settlements of Laneham and Ragnall, which would be enclosed to the east and west by overhead lines in close proximity. Further appraisal work and findings regarding the emerging preferred corridor as presented at the non-statutory consultation 2023 can be found in the CPRSS 2023 available on our project website.
8.12.12	• Suggestion that the new overhead line should be routed around towns and villages / The new overhead line are routed too close to residents.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages in Section 11. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
8.12.13	• Route to the west of the swathe in Section 11.	The preferred alignment routes to the west of the graduated swathe in Section 11 in line with the request. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Environment		
8.12.14	• Concern about potential negative impacts on the environment.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We will also be undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation.
Ecology and Biodiversity		
8.12.15	• Concern about potential negative impact on local wildlife, habitats and river	Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. We will continue to engage 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 continues to develop. Assessment of impacts on birds and designated sites with qualifying

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	ecology - including protected species/special habitats.	ornithological features will be undertaken with regard to both the construction and operational phases of the proposed development, supported by robust baseline data. Bird strike risk will be included in the assessment. Consultation with RSPB and NE has been ongoing and will continue as required. National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Economic		
8.12.16	• Concern about potential negative impacts on the safety of pilots using airfields / Concern the potential negative impact on operation of airfields.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 km of the emerging preferred corridor presented at the stage one non-statutory consultation and have offered and held meetings to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a preferred alignment, National Grid will need to fully consider and find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
Flood Risk		
8.12.17	• Concern about potential negative impact on flooding at High Marnham.	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. In parts of the Project where flood zones are extensive, such as at High Marnham, and can not be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment which will characterise flood conditions (extents, depths, frequencies). This information will inform 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 will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Landscape and Visual		
8.12.18	• Negative impact on the landscape, local views and viewpoints / negative impact on the beauty of the countryside / negative impact on the rural character of the area and natural greenspaces / the countryside should be protected.	National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our Projects. We have carefully considered the potential impacts of the Project 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 the Project CPRSS 2023, which is available on our Project website. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment considers the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR)

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise and Vibration		
8.12.19	• Negative impacts of operational and construction noise / disturbance to residents.	National Grid are undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Socioeconomic		
8.12.20	• Concern about potential negative impact on local residents / quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking 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 a wide range of environmental subjects will be taken into consideration as part of this process. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
8.12.21	• There is already too much infrastructure in the area / There are already overhead lines in the area / More infrastructure should not be constructed in the area.	National Grid will, as part of the Environmental Statement (ES) for the Project, undertake a cumulative impact assessment 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. The results of the initial environmental assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), as part of our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will also engage with developers of infrastructure Projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
8.12.22	• Concerns that the new overhead line would prevent landowners from developing their land.	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.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		Where temporary haul roads are required to be constructed to access the location of a substation, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy22. If a voluntary agreement cannot be reached, we will seek the required rights by compulsory acquisition and ensure fair compensation for any compulsory purchase of land under the Compulsory Purchase Compensation Code. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
Walkers, cyclists and horse riders		
8.12.23	• Concern about potential negative impact on PRoW / Concern that PRoW may be lost due to the Project.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops.

[22] National Grid (No Date) Land Rights Strategy and Payment Schedule for Assets Version 1. Available at https://www.nationalgrid.com/electricity-transmission/document/153131/download

9. Project-wide Feedback and National Grid's Response

9.1 Introduction

9.1.1 This chapter presents the feedback relating to the entire Project, rather than a specific route section of the Project, gathered via the open questions on the feedback form or via other open formats such as letters and emails.

9.1.2 As described in Chapter 4, feedback is presented by overarching theme and then broken down into sub-topics.

9.1.3 National Grid's response to each sub-topic is shown below. These responses were written in the context of the information available at the time of writing this report following the stage one non-statutory consultation. Information provided is therefore subject to change as the Project develops.

Table 9.1 - Project wide responses summary table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Community		
9.1.1	• Community benefit should benefit local residents. • National Grid should engage the community about the use of community benefit funding. • Suggestions for use of National Grid community benefit funding. • National Grid should provide further information about community benefit funding.	We know that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our Projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter 23 sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. • We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and NGOs where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our Projects. • Net Zero – we will help to support the region in achieving its own net zero priorities. • Skills and employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently conducted a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We continue to engage with Government on this topic and will work with communities and stakeholders to implement the outcome of this consultation.
9.1.2	• Community benefit funding is bribery / Community benefit funding won't appease residents who oppose overhead lines or favour underground lines.	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 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 has been engaging with Natural England on the proposed extension to the Yorkshire Wolds AONB (AONBs were recently rebranded as National Landscapes however, in legal terms, Natural England would designate an AONB.) Due to the distance from the Project, there are unlikely to be effects on the current or extended area of National Landscape. We will continue to monitor the proposals for the extension of the National Landscape as information is published by Natural England. No such designations or crossing locations have been identified in this section which is, at this stage, therefore proposed as an overhead line. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. However, we know that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our Projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through every we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our

[23] National Grid (2023), Our commitment to a clean, fair and affordable energy future. Responsible Business Charter. Available at https://www.nationalgrid.com/document/150371/download

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		governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. National Grid is aware that the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
Construction		
9.1.3	• Negative impact on infrastructure in the local area during the construction period. • Large vehicles not suitable for local roads. • Local roads can't handle construction, agricultural and commuter traffic. • Construction will be disruptive. • Construction will cause access problems for residents.	We continue to consider construction impacts across the Project and National Grid, as part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information is being used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. National Grid is committed to engaging with residents and stakeholders throughout the lifecycle of the Project. During the statutory consultation, we are presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.
9.1.4	• Concern about construction impacts on PRoW in the local area. • Concern about impact on safety of PRoW users during the construction period.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.5	• Concern that the construction period will have a negative impact on local ecology and wildlife.	Through routeing and siting work, National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ecology biodiversity for both the construction and operational phases, and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a

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		Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. In addition to this, a Habitat Regulations Assessment (HRA) will be carried out to evaluate the likely significant effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impacts, including (but not limited to) hydrological, changes to air quality, noise and visual disturbance.
9.1.6	• Concern that the construction period will interrupt electricity supply from the local grid to homes.	The Project works will have no impact on your electricity supply. The work that we need to carry out is on part of the National Electricity Transmission System (NETS) and will have no direct effect on homes, businesses, schools and other premises in the local area. Where any Distribution Network Operator (DNO) works are required occupiers would be notified by their DNO well in advance and would be planned for appropriately.
9.1.7	• National Grid contractors should restore land/property/infrastructure to the same state as it was before construction, including local drainage systems.	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 of a Construction Environmental Management Plan (CEMP). A CEMP details 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 CEMP is designed to avoid, minimise, and mitigate against any construction effects on the environment and surrounding community.
Consultation		
9.1.8	• Concern that responses will not have a material impact on the design. • National Grid must listen to feedback received at consultation.	National Grid has a statutory duty to listen to feedback throughout the consultation process. Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. All the feedback received during the stage one non-statutory consultation has been read and has been, and will continue to be, considered in how we develop our proposals further. All feedback received to the stage one non-statutory consultation has been reviewed by the Project team and National Grid's responses to consultation feedback are published in this Report. Where feedback has influenced the design of the Project this has also been included. The Design Development Report (DDR) 2025 prepared in support of the statutory consultation provides a detailed commentary of how consultation responses have been considered in the development of the Project's design.
9.1.9	• National Grid must undertake further engagement with local communities/landowners/stakeholders throughout the design-development process	National Grid notes this comment. We are undertaking statutory consultation in 2025 where we are presenting our refined designed for consultation and engagement with stakeholders.
9.1.10	• The consultation period should have been longer. • National Grid should have allowed more time for responses.	Before the stage one non-statutory consultation in 2023 commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We are share more detailed information on our proposals during our statutory consultation, including how feedback has shaped the Project. Our overall decision on the proposed alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.11	• National Grid should have undertaken further publicity for the consultation	Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B

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	and its events / should publicised wider / should have used more publicity channels	of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. National Grid promoted and publicised the stage one non-statutory consultation via a range of methods. A newsletter introducing the Project was sent to all addresses within our primary consultation zone, which included all properties within 1km of our preferred corridor, approximately 11,900 addresses. National Grid also undertook a number of other activities to promote and advertise the consultation, including two rounds of online and print newspaper adverts, targeted social media advertising through Facebook and the placement of adverts in prominent locations throughout the communities. Further details of National Grid's promotion and publicity of the stage one non-statutory consultation is available in Chapter 3 of this report and in the Consultation Strategy.
9.1.12	• National Grid should have undertaken more events/ undertaken events in more villages • Criticism that consultation events were held during the day, whilst residents were working. • Consultees unable to attend events to gather further information.	Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. A total of 9 face-to-face events along the proposed route were held during the stage one non-statutory consultation period of 8 weeks. National Grid also held 8 webinars across this period, with a recording of one of our general overview webinars available on the Project website for people to view at any time. 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. 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: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
9.1.13	• National Grid should have consulted across a wider consultation zone.	Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. The consultation zone included the preferred corridor and an area of a minimum of 1 km each side of the preferred corridor (the PCZ). We sent the Project newsletter to approximately 11,900 addresses along the preferred corridor within an area of approximately 1 km either side. We also wrote briefing letters to Parish Councils both within the PCZ and in a wider area. We also published a series of newspaper advertisement setting out information on the consultation. During the stage one non-statutory consultation period 9 face-to-face events and 8 webinars were held, several of which were undertaken in the early evening or were at the weekend. Recordings of one of our general webinars was made available on the Project website for people to watch at any time. In addition to this, all of our consultation materials were made available on our Project website, which could be viewed by anyone, anywhere at their convenience. 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: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)

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9.1.14	• Consultation materials were clear / well-presented / detailed / useful / helpful	National Grid notes these comments.
9.1.15	• Concern that the consultation materials were not clear / difficult to understand / difficult to read / design not clear / too technical / inaccessible for average reader	National Grid seeks to provide sufficient detail within its consultation materials to explain the Project and work undertaken to date and enable informed feedback to be provided. We recognise that some materials contain more technical information and therefore published a Project Background Document as part of our consultation to provide an accessible and concise summary of our proposals and work undertaken to date. Where more detailed reports are produced, we seek to provide executive summaries and ensure a clear contents page is provided to help direct the reader to the section of the report relevant to them. An interactive map was and continues to be available on the Project website so that interested parties can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We have reviewed how we present materials at our statutory consultation, including maps, and have sought to balance this with the scale of the Project.
9.1.16	• National Grid should have consulted on a more detailed route. • Pylon locations should have been provided. • Swathe unhelpful / too wide to comment.	The stage one non-statutory consultation was at the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process (National Grid's Approach to Consenting). All the feedback received has been reviewed and has been and will continue to be considered in how we develop our proposals further. We are undertaking our statutory consultation where we are presenting our preferred alignment and detailing how feedback has shaped the Project. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are also sharing further environmental information, presented within the Preliminary Environmental Information Report (PEIR) 2025 during the statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.17	• Concern raised regarding the handling of personal information by National Grid. • Personal information is not relevant.	The Project's data privacy notice can be found on the final page of our feedback form. This outlines how National Grid protects personal 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
9.1.18	• Net Zero consultation questions on feedback form are not relevant to this Project.	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government's Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that "a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar" but also complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals and would be facilitated by this Project. The Project is required to connect important new renewable generation on the east coast to the National Electricity Transmission System (NETS) and to provide sufficient capacity to accommodate the growth in new energy generation, so that it can be taken to the homes and businesses where it will be used. This new generation is an important part of the Government's targets to move to a low carbon future for the country and is required to achieve the goal of 50 GW offshore wind by 2030.
9.1.19	• National Grid should have provided further notice of the consultation / consultation events	A total of 9 face-to-face events along the proposed route were held during the stage one non-statutory consultation period of 8 weeks. National Grid also held 8 webinars across this period, with a recording of one of our general overview webinars available on the Project website for people to view at any time. 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. All events and webinars were advertised on the website from 1 June 2023 and in the Project Newsletter, delivered to approximately 11,900 addresses at the start of the stage one non-statutory consultation period, in advance of the first face to face event on 6 June 2023 and first webinar on 5 June. This was supported by newspaper and digital advertising from 1 June 2023. We will consider this feedback in the planning of future rounds of consultation.

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9.1.20	• National Grid's events were informative. • Events were useful. • Staff at events were helpful / useful / answered questions.	National Grid note this feedback.
9.1.21	• National Grid's staff at events were not very helpful / did not answer questions / were uninformed.	The stage one non-statutory consultation was at the early stages of the Project development. It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process (National Grid's Approach to Consenting). 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 work on the Project every day and therefore are well placed to answer any questions that may arise.
9.1.22	• National Grid should be undertaking consultation with local Parish Councils.	National Grid undertook engagement with Parish Councils at the start of the stage one non-statutory consultation period, writing to Parish Councils both within the Primary Consultation zone (PCZ) and in a wider area to offer briefings. National Grid held several dedicated Project briefings at the start of the consultation period with a number of impacted Parish Councils attending. National Grid will continue to engage and work with Parish Councils as the Project progresses. A number of in person briefings with Parish Councils have been held following the stage one non-statutory consultation period, upon request.
9.1.23	• General criticism of the consultation feedback form. • Consultation feedback form and materials were too long / too much information. • Questions were repetitive.	National Grid notes the feedback on our consultation feedback form. The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. We have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter or email. All feedback received from the stage one non-statutory consultation has been read by the Project team and all feedback has been considered in the development of the projects preferred alignment presented at statutory consultation. All feedback has been recorded and responded to in this report presented at our statutory consultation.
9.1.24	• General criticism of the consultation materials. • Materials contained incorrect information. • Interactive map was difficult to use. • Consultation materials were difficult to locate / difficult to access online resources / difficult to find relevant information.	National Grid notes these comments from consultees. All of our consultation materials were made available on our Project website to view and download. National Grid also provided hard-copies of certain materials at our face-to-face consultation and information points throughout the consultation period. In addition to this, where members of the public struggled to access our online materials, they were able to request hard-copy materials from the Project team, using the Project contact details. Further details of this can be found in this report and in our Consultation Strategy. 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: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
9.1.25	• National Grid should have mailed materials to residents / provided hard copies of the materials to residents. • National Grid should have used a larger mailing zone.	Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. The consultation zone for the Project covered the Project corridor and, as a minimum, an area of 1km either side of the

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		preferred corridor. A newsletter was sent to all addresses within this zone, approximately 11,900 addresses, introducing the Project. National Grid made all the consultation materials available via the Project website, which were available to view and download at any time. In addition to this, a total of 9 face-to-face events along the proposed route were held during the consultation period of 8 weeks, where consultees could view hard copy versions of our consultation materials, and ask our Project team questions. National Grid also placed copies of a number of hard-copy versions of our documents in 10 information points across the length of the Project. At these points, consultees were able to take away copies of our consultation newsletter and feedback form, and could view hard-copies of our larger documents, including the Project Background Document, Corridor Preliminary Routeing Siting Study and Strategic Options Report. Consultees were also able to request hard copy versions of our documents by contacting the Project team using the Project contact details.
9.1.26	• Concern that consultation materials were biased • Consultation materials were misleading / pictures were misleading / did not show the full picture. • Questions on the feedback form were loaded.	The stage one non-statutory consultation was at the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process (National Grid's Approach to Consenting). The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. We have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter or email. All feedback received from the stage one non-statutory consultation has been read by the Project team and all feedback has been considered in the development of the Project. All feedback has been recorded and responded to in this report presented at our statutory consultation 2025. The stage one non-statutory consultation materials, including the newsletter and Project Background Document, showed a mix of photographs including images of infrastructure such as pylons. At the public events a range of materials were available including photographs of infrastructure both in construction and operation.
9.1.27	• Project communication channels not working • Unable to contact land agents / Project inbox	Both National Grid's Project team and National Grid's land agents (Dalcour Maclaren) were available to contact throughout the consultation period. They are still able available through the below contact details. **The North Humber to High Marnham Freephone number, address or email throughout the development of the Project:** • Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) • Email us: contact@nh-hm.nationalgrid.com • Write to us: FREEPOST NH TO HM (No stamp or further address details are required) **If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by:** Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
9.1.28	• Further information required / consultation materials did not show all existing overhead lines in the area.	The Project Newsletter presented an A1 map with the graduated swathe and emerging preferred corridor in the context of the existing 400kV overhead lines and 275kV overhead lines at Creyke Beck and High Marnham. The existing 400kV and 275kV overhead lines were also shown on the maps within the Project Background Document, and on the stage one non-statutory consultation plans and interactive map. The consultation materials did not present all constraints including, for example, District Network Operator owner overhead lines, in an effort to ensure the maps remained clear and legible to consultees.
9.1.29	• Pleased to see the high level of public engagement on the Project.	Comment noted. We will continue to engage with the public and all other stakeholders in accordance with the Project consultation strategy.
9.1.30	• National Grid should provide information on minimum and	Where there are one or two existing overhead lines present, we must apply stand-off distances when looking to route a new overhead line in proximity to the existing. For a single existing overhead line the required stand of is approximately 85m minimum. Where there are two existing overhead lines and we are introducing a third, the required stand-off distance is approximately 150m minimum. Whilst there are no maximum distances from existing overhead

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	maximum distances between the existing and new overhead lines.	lines when looking to route a new overhead line, National Grid has sought to route the new overhead line in close parallel with the existing overhead lines, to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines.
CPRSS and Strategic Options		
9.1.31	• National Grid should have consulted on alternative options to overhead lines. • National Grid should have consulted on all five corridors, rather than just a preferred corridor.	The Strategic Options Report (SOR) was published as part of the stage one non-statutory consultation in 2023 and presents the options that have been evaluated to meet the needs of the Project and why National Grid are proposing to take forward an overhead line as the preferred strategic option. A summary of this process is also set out in the Project Background Document. As set out in the SOR, five different options were considered to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore. The appraisal considered the technical, socio-economic, environmental, and cost implications of each option. Following this assessment, the option to route a new overhead line connection between a new substation near Creyke Beck and a new substation at High Marnham was selected as the preferred option that delivers best value for consumers and minimises the infrastructure that we need to build. 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 we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case for the Project or best comply with our statutory obligations and policy. However, as part of the stage one non-statutory consultation we sought feedback on our work to date to identify where the proposed reinforcement might be located. This feedback and been considered and responded to through this Non-Statutory Consultation Feedback Report presented at our statutory consultation. We have carried out a backcheck and review of our proposals including alternative designs in response to feedback and technical assessment in the development of our preferred alignment as presented at statutory consultation. We have also updated the Strategic Options Report for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).
9.1.32	• National Grid should have consulted on all options in the CPRSS / should have consulted on more options. • National Grid should have consulted stakeholders earlier in the process / engaged more with community. • Decisions feel pre-determined • National Grid should have presented further detail on the alternative options. • A clear comparative assessment should have been included. • Reasons for selecting the preferred corridors and discounting alternative options / weighting of assessment criteria should have been provided.	The 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. 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 we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy. However, as part of the stage one non-statutory consultation we sought feedback on our work to date to identify where the proposed reinforcement might be located. This feedback and been considered and responded to through this Non-Statutory Consultation Feedback Report. National Grid has a statutory duty to listen to feedback throughout the consultation process. Following the close of the stage one non-statutory consultation, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. All feedback received has been read and considered by the Project team as we have developed our proposals, and National Grid's responses to consultation feedback are published in this Non-Statutory Consultation Feedback Report presented at statutory consultation. Information on how feedback has influenced the Project is available within this report and the Design Development Report (DDR) 2025 prepared in support of the statutory consultation provides a detailed commentary of how consultation responses have been considered in the development of the Project's design.
9.1.33	• The Project is not needed.	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. These include Dogger Bank South offshore wind farm, Continental Link interconnector and Atlantic Superconnection

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		interconnector. 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.
Design		
9.1.34	• Long-term solutions, such as offshore or undergrounding, must be considered further. • Overhead lines should be routed offshore/subsea, and cut in land where required.	An offshore solution was considered as part of our strategic proposal to upgrade the network. The Strategic Options Report (SOR) presented at stage one non-statutory consultation examines several strategic options that were considered for the Project that might achieve the required reinforcement. Five different options (listed below) were considered for the Project to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore (ECSS 1). • ECO 1 – New Creyke Beck to new High Marnham 85 km • ECO 2 – New Creyke Beck to Cottam 75 km • ECO 3 – New Creyke Beck to new Grimsby West, New Grimsby West Substation to New Walpole 225 km • ECO 4 – New Creyke Beck to new Grimsby West, new Grimsby West Substation to new Weston Marsh 200 km • ECSS 1 – Subsea from new Creyke Beck – new Walpole 195 km The offshore High Voltage Direct Current (HVDC) option (ECSS 1) was substantially more expensive than any of the onshore options with an estimated capital cost of £3,646m and lifetime circuit cost of £4,055m. In addition to cost, environmental, socio-economic and technical factors must also be considered when assessing options. Subsea options can be met with different challenges to onshore alternatives such as challenges associated with routeing through marine ecological designations and other marine users such as shipping and navigation interfaces. When balancing cost, technical performance and environmental and socio-economic effects the most preferred of the onshore strategic options was ECO 1 which had an estimated capital cost of £454m and lifetime circuit cost of £582m.
9.1.35	• Existing infrastructure should be upgraded / reinforced instead	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
9.1.36	• Overhead lines should be routed underground	National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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. We may also adopt underground cables in other circumstances to overcome engineering challenges, such as to cross existing 400 kV overhead line infrastructure. Based on our assessments to date, there are insufficient policy justifications to use underground cabling across this Project. National Grid has taken into consideration comments made to date in the development of the Project (as provided in this document) and will continue to engage with the relevant stakeholders and members of the public prior to the submission. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.37	• National Grid should consider alternative options / should re-assess alternative options in detail to find alternative.	National Grid has presented the strategic options and approach to routeing and siting of the Project in the published 'Project Background Document' and Corridor and Preliminary Routeing and Siting Study (CPRSS). 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. 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 efficient and to have regard to amenity and aligns with national policy and guidance which we are required to

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		consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy. National Grid has taken into consideration comments made to date in the development of the Project and will continue to engage with the relevant stakeholders and members of the public prior to the submission. We will continue to backcheck and review our proposals including alternative designs in response to feedback and technical assessment as the Project develops. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.38	• The overhead lines should be routed around residential properties / populated areas / homes / businesses / farms.	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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity, where possible. As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. Our priorities, from a socio-economic perspective, is to avoid towns, villages and businesses, where there are likely to be people who live and work in the area. We are undertaking an Environmental Impact Assessment (EIA), to ensure that socio-economic and environmental factors 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages across the scheme. The results of the initial assessments are being consulted on at our statutory consultation, in a Preliminary Environmental Information Report (PEIR), before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.39	• Cables should be placed under the River Trent	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. We have assessed a strategic option that involves cabling the whole route and this is significantly more expensive than the chosen option for a proposed overhead line. A full evaluation of lifetime costs for each alternative strategic option were presented in the Strategic Options Report (SOR) at our stage one non-statutory consultation. The SOR concluded that an overhead line provides the best balance between capital cost, network capacity, environmental and socio-economic impacts and lifetime operating costs for the transmission of high levels of power. This report has been updated for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). Notwithstanding the conclusions of the SOR, laying cables specifically within the River Trent (especially for an extended distance, not just a crossing) would also come with a range of engineering and environmental challenges both during construction stage and through the long term operation and maintenance of the cables. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.40	• Overhead lines should closely parallel existing lines / should be located alongside existing overhead lines	Where possible, National Grid has sought to route the new overhead lines in close parallel to existing overhead lines in line with Holford Rules where possible, 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. National Grid will continue to consider this feedback as it develops proposals further to identify a proposed alignment for the new overhead line. Further information on how the Project identified and assessed opportunities to close parallel existing 400kV overhead lines at Options Identification and Selection Stage (of National Grid's Approach to Consenting) is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS).

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		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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns. We are undertaking 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), at our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.41	• Overhead lines should not be routed in close parallel with existing overhead lines. • Proposed overhead lines should avoid areas where there are already overhead lines. • Concern about impacts of routeing overhead lines in close parallel to existing overhead lines on residents.	Where possible, National Grid has sought to route the new overhead lines in close parallel to existing overhead lines in line with Holford Rules where possible, 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. National Grid will continue to consider this feedback as it develops proposals further to identify a proposed alignment for the new overhead line. Further information on how the Project identified and assessed opportunities to close parallel existing 400kV overhead lines at Options Identification and Selection Stage (of National Grid's Approach to Consenting) is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). 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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns. We are undertaking 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), at our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.42	• Suggestion that the new overhead lines should be routed around airfields. • National Grid should engage with relevant experts in regard to airfields.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 km of the emerging preferred corridor presented at the stage one non-statutory consultation in 2023 and have offered and held meetings to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of our design work in identifying a preferred alignment, National Grid has considered the need to find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will continue be consulted as part of our statutory consultation and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
9.1.43	• Suggestion that the new overhead lines should be routed alongside major roads to limit impact.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, we do not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects, improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
9.1.44	• National Grid should have opted for Corridor 1.	For the Project, four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). In summary Corridor 1 would have resulted in the introduction of a new overhead line into a landscape where one does not already exist and would have reduced opportunities

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		for routeing the new overhead line in close proximity to existing infrastructure. Corridor 1 would have required a longer and less direct route when compared to the other preliminary corridors, performing poorly against both National Grid's statutory requirement to consider the most economical network and Holford Rule 3 (which seeks to identify the most direct route). Corridor 1 would not have enabled a parallel crossing the existing 4ZQ 400kV overhead line at the River Ouse which was an important consideration for bird flightpaths and potential collision risk. Other factors weighing in the decision to discount Corridor 1 included: • The presence of a large number of land use constraints, including holiday parks, residential properties, recreational sites, landfills and scattered woodland; • Large unavoidable constraints, including a housing planning allocation to the south of Retford; • The presence of Thorne and Hatfield Moors designated sites and the potential for direct and indirect impacts upon the qualifying features of these sites; • The close proximity of the commercial airfields at Doncaster Sheffield Airport and Retford (Gamston) Airport. • Following the close of the stage one non-statutory consultation, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
	• Suggestion that the new overhead line follow a direct route, which would shorten the overhead lines and reduce their impact.	Comment noted. As part of the design process, we seek to develop the most appropriate design, taking into account the engineering solution, environmental and socio-economic factors and cost. Where appropriate, National Grid will seek to take the shortest and 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. However, this is just one of a number of factors that are considered in the routeing of overhead lines, where it is often appropriate to diverge from the most direct route to reduce impact on a variety of different receptors.
9.1.45	• Suggestion that overhead lines should not be used to transport electricity long distances. • Energy should not be transported. • Electricity should be produced where it is needed • Electricity should be decentralised	The Government's energy policy is to move away from large coal fired power generating stations to more numerous onshore and offshore generation sites and, as such, the electricity transmission network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. National Grid works within the framework set by Government, and we will work closely with customers, partners and communities to develop solutions, supporting the transition to decarbonised, decentralised, smart energy systems. However, as outlined in our consultation materials, and elsewhere in this report, the Project proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building the Project, together with other proposals, will help meet this future energy requirement.
9.1.46	• Overhead lines should be routed on the eastern side of the River Trent	For the Project, four preliminary overhead line corridors were identified and appraised at Options Identification and Selection Stage of National Grid's Approach to Consenting. Appraisal of these four options is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). Corridor 4 is the only corridor to predominantly route to the east of the River Trent and is the only corridor to route into High Marnham from the north-east. Corridor 4 is the furthest east corridor option, and is the shortest as it does not connect to Creyke Beck, instead connecting to the northern section of Corridors 2 or 3 at a point southwest of Scunthorpe to complete the route. Key constraints to note for this corridor include five existing 400kV overhead lines, which would need to be crossed, the River Trent and the road and rail network. Environmentally, there is 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. Routeing into High Marnham from east of the River Trent is technically complex. A cable SEC would be required to transition from overhead line to underground cable and then a section of underground cable into the High Marnham area, including trenchless crossing of the River Trent. Constraints such as the river, associated Flood Zone 3, potential services and contamination from the demolished power station site and multiple 400kV overhead lines increase complexity. Following the close of the stage one non-statutory consultation, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

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9.1.47	• Opposition to the construction of substations as part of this Project	The Project was consulting on the construction of the new transmission infrastructure, and the two proposed new substations at Creyke Beck and High Marnham did not form part of these proposals during our stage one non-statutory consultation in 2023. However, this feedback was passed onto the relevant project teams for consideration. We have made the decision to include both substations within the statutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.
	• Suggestion that lines should be routed a certain distance from all properties. • Questions around how far pylons will be from properties.	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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where possible. Through routeing and siting work, National Grid has sought, and will continue to reduce, as far as practicable, potential impacts on local residents and communities. We are also undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area and its communities and residents. Where significant effects are anticipated, that cannot be avoided through routeing, these assessments will consider any identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), at our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.48	• Existing overhead lines should also be routed underground as part of this Project.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
9.1.49	• Suggestion that the overhead lines should be undergrounded close to villages / towns / properties.	National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, and the duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. At this stage no locations have been proposed to be underground cable based on residential amenity grounds alone or other environmental and socio-economic reasons.
9.1.50	• Suggestion that overhead lines should be routed underground in rural areas/areas of beauty.	National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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. In some circumstances we also need to consider underground cables to overcome engineering challenges, such as to cross existing 400 kV overhead line infrastructure. Based on our assessments to date, there are insufficient policy justifications to use underground cabling across this Project.

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		National Grid has taken into consideration comments made to date in the development of the Project (as provided in this document) and will continue to engage with the relevant stakeholders and members of the public prior to the submission. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.51	• Suggestion that the new overhead lines should be routed to the west of the preferred corridor between Section 3 and 8, between Corridors 1 and 2. This would route the overhead lines out to the west, through Goole Fields, Sandtoft and Wroot, before rejoining the preferred corridor at Misterton in Section 8.	National Grid has considered this route as part of its assessment process. The area suggested between Corridors 1 and 2 as shown in the Corridor Preliminary Routeing and Siting Study (CPRSS), has been specifically excluded at the corridor identification stage, due to the presence of nationally designated sites, including Thorne and Hatfield Moors SSSI, SPA, SAC and Important Bird Area, and the Humberhead Peatlands National Nature Reserve. Further information on this can be found in the CPRSS, regarding our decisions through the routeing and siting process.
9.1.52	• Suggestion that the new overhead lines should be routed in the western part of Corridor 2, crossing the River Humber between Yokefleet and Reedness, routeing behind Crowle and out to Medgehall, coming south to the west of Sandtoft, using space along the edge of Hatfield Moors, routeing to the east of Wroot, towards Pelfintax and Mission, before rejoining the preferred corridor to the south of Misterton.	Following the close of the stage one non-statutory consultation, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.53	• Alternative route suggested, which bring the overhead lines further to the east in Sections 8 - 11, closer to the existing overhead lines on lower ground, avoiding airfields at Grove Farm, Headon and Darlton. • Alternative route suggested, which bring the overhead lines further to the east in Sections 8 - 11, closer to the west of the existing overhead lines on lower ground, avoiding airfields at Grove Farm, Headon and Darlton.	Following the close of the stage one non-statutory consultation, we have reviewed feedback, backchecked our previous work and considered other potential routeing options suggested to us in feedback. As a result of this review a potential alternative corridor option, between South Wheatley and High Marnham, referred to as the 'eastern corridor', has been identified. This is a refined corridor largely based on the previously identified Corridor 3 and Corridor 2 in the CPRSS 2023 which is closer to the existing overhead lines. A backcheck and review of our previous work and a review of consultation feedback from our stage one non-statutory consultation informed the decision to undertake an exercise to identify and consider an eastern corridor option for a section of the route from South Wheatly to High Marnham. This option was consulted upon during the localised non-statutory consultation and is reported in Part B of this Non-Statutory Consultation Feedback Report. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Cultural Heritage		
9.1.54	• Concern around potential impacts on listed buildings and cultural heritage assets.	Through routeing and siting work National Grid has sought to, and will continue 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). As the Project continues to develop, we will continue to engage with Historic England and the relevant local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques. National Grid is undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where

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		possible and feasible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Ecology and Biodiversity		
9.1.55	• Concern about potential negative impact on local wildlife, habitats and river ecology, including protected species/special habitats	Through routeing and siting work National Grid has sought and will continue to reduce, as far as practicable, 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 SSSIs, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.56	• National Grid should be achieving Biodiversity Net Gain. • Criticism of Biodiversity Net Gain.	National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
9.1.57	• National Grid must mitigate impacts of the Project on ecology and biodiversity. • Some areas where new infrastructure is proposed have abundant biodiversity and environmental status.	In the first instance, National Grid has sought to reduce, as far as practicable, potential impacts on ecology and biodiversity through routeing and siting work. 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, habitats and designated sites, including SSSIs, through avoidance or mitigation. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. The Environmental Impact Assessment (EIA) for the Project is assessing the effects on biodiversity and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

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9.1.58	• Concern about impacts on mature and ancient woodland. • Concern regarding loss of trees / National Grid should replace trees lost to the Project.	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we will be considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of the EIA process, arboricultural surveys will be undertaken to gather information on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. Where trees require removal, these will be compensated for and actioned by Landscape Architects. We will continue to engage with Natural England 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 continues to develop. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Economic		
9.1.59	• Cost is the main factor driving the design. • Cost should not be a determining factor in undergrounding and offshore routeing decisions . • Other factors such as impact on residents and landscape should be considered and prioritised.	Cost is one of the factors that needs to be considered in making decisions on the Project. The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the policy sets out that overhead lines may not be appropriate in particularly sensitive areas. NPS EN-5 also requires us to demonstrate that due consideration has been given to the costs and benefits of feasible alternatives to proposed overhead lines where an overhead line will result in particularly significant landscape and visual impacts including, where appropriate, subsea cables. The strategic options for the Project were presented within the Strategic Options Report (2023) at the stage one non-statutory consultation in 2023 and has been updated for the statutory consultation, presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of National Grid's statutory duties and must be considered in reaching a balanced decision.
9.1.60	• The Project is too expensive.	The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of National Grid's statutory duties and must be considered in reaching a balanced decision.

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9.1.61	• Concern about the potential for the Project to impact businesses and the economy.	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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA). We are assessing impacts to businesses during both the construction and operational phases of the Project and identify appropriate mitigation measures where required. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. National Grid, as part of our iterative design process, is undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the Project. During the statutory stage of consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we will ensure local businesses, 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 during the construction period.
Environment		
9.1.62	• The Project will harm the environment (general).	As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals and to assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider any identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.63	• Full assessments should have been undertaken / criticism of desk-based studies and data used to discount options. • Further assessment of options should be undertaken.	The stage one non-statutory consultation was at the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail presented during the stage one non-statutory consultation in 2023, was proportionate to the Project's current status and early stage through the iterative design process. This information was primarily based upon desk-based reviews and assessments. As the Project's design progresses, detailed environmental baseline is being collected to enable the undertaking of the Environmental Impact Assessment (EIA). This will include but not be limited to, a range of seasonal surveys on flora and fauna, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. 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 we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.64	• National Grid should provide information around how they will mitigate environmental impacts.	In the first instance, National Grid has sought to reduce, as far as practicable, potential impacts on the environment through routeing and siting work. The process of routeing takes account of existing environmental designations and features and, where practicable, seeks to reduce impacts on areas of sensitivity, for example, notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals and to assess the Project's impact on the local area. We will continue to engage with statutory consultees such as Natural England and the Local Planning Authorities regarding the natural environment giving consideration to appropriate mitigation measures and techniques, and to take their views into account as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental

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		Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
9.1.65	• Concern that the operation and construction of the overhead lines will result in increased air pollution.	National Grid is undertaking an air quality assessment as part of the Environmental Impact Assessment (EIA) for the Project. The assessment will consider the impact of construction vehicle emissions and construction dust on sensitive local receptors, including residential properties and ecological receptors. Mitigation measures will be proposed where necessary to ensure that the overall air quality impacts of the Project are not significant, and these measures will be incorporated into the Project's Construction Environmental Management Plan (CEMP). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Flood Risk		
9.1.66	• Concern about the potential for the Project to increase flood risk / Concern about the Project's potential to impact drainage systems.	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise and we will continue to refine potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. In parts of the Project where flood zones cannot be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment (FRA) which will characterise flood conditions (including extents, depths and frequencies). An Environmental Statement (ES) is being produced which will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the projects design life. The FRA will support the ES and be submitted with the Development Consent Order (DCO) application, with particular focus on management of surface water drainage. The FRA will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
General		
9.1.67	• General opposition to the Project. • Opposition to the proposed routeing. • Opposition to the use of overhead lines. • Opposition to the use of pylons.	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. These include Dogger Bank South offshore wind farm, Continental Link interconnector and Atlantic Superconnection interconnector. 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.
9.1.68	• General support for the Project. • Support for the routeing. • Support for the use of overhead lines.	National Grid notes these comments.

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Health, Safety and Security		
9.1.69	• Concern about potential impact on airfields. • National Grid must undertake consultation with relevant stakeholders regarding the impacts of the Project on local airfields.	National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 km of the emerging preferred corridor presented at the stage one non-statutory consultation in 2023 and have offered and held meetings to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a preferred alignment, National Grid has and will continue to fully consider and find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
9.1.70	• Concern about the health risks associated with overhead lines (Electro-Magnetic Fields, links to cancer). • Impact on mental health and wellbeing	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. We are undertaking 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. 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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
9.1.71	• National Grid should take a precautionary approach in relation to EMFs when installing overhead lines.	The consideration of precautionary measures in respect of exposure of people to EMFs has been considered by Government. In 2009, the Government responded to a report and recommendations by the Stakeholder Advisory Group on Extremely Low Frequency EMFs (SAGE). The SAGE group looked at what precautionary measures should be introduced to address any possible effects of EMF exposure. The Government adopted several of the recommendations SAGE had made for precautionary measures. The measure specific to high voltage power lines is a design feature called 'optimal phasing' of power lines. This precautionary policy has been incorporated into Government guidance on EMFs and is built 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 its equipment comply with both exposure limits and the precautionary measures in place. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be

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		designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment and human heath 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. 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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
9.1.72	• Concern about potential health impact of routeing new overhead lines in close parallel with existing lines.	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines will be designed to ensure they are fully compliant with these policies and guidelines. Where overhead lines are proposed in close proximity to one another, these will be designed so the total fields do not to exceed these exposure guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. In addition to this, we are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment and human health 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.73	• National Grid should provide healthcare support for communities / should provide further information on health impacts from nearby overhead lines.	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. In terms of potential health effects, in the UK there are exposure limits in place to protect against electric and magnetic fields. Those exposure limits have been set independently by an international commission of scientists who carefully review all of the research investigating EMF and health effects and then set limits on exposure. There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits that have been found. When design overhead lines National Grid ensure they will not exceed those exposure limits, even when operating at 100% capacity and if you are directly underneath the line. Evidence of this compliance will be made publicly available as part of our DCO application. More information about all aspects of EMF can be found at www.emfs.info. We also run a helpline specifically to deal with EMF concerns and information which can be contacted on 0845 7023270 or email on EMFHelpLine@nationalgrid.com

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		The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. In addition to this, we are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment and human health 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
9.1.74	• National Grid should undertake further study into the impacts of EMF / The studies around the impacts of EMFs are outdated / The last study was undertaken in 2013 / Further EMF research is required prior to construction.	Research into possible health effects of EMFs has been conducted for the past four decades and is ongoing worldwide. There have been numerous studies published since 2013 investigating EMF and health outcomes. 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). Although National Grid does fund research into EMFs, 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 guarantees 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 UK Health Security and Agency and Department of Health have a remit to review new research in this area and ensure that current guidelines and policies are reflective of any new research. As part of the development of the overhead line route, we are undertaking 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 will assess the health effects for residents and employees within close proximity to the area, including the effects of EMFs. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.75	• Concern about potential increases in security risk. • National Grid must ensure new infrastructure is secure.	As the Project design develops, National Grid will be working 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. The National Grid Construction best practice for overhead line installation sets out National Grid's approach to good practice when we carry out work to install, maintain and operate equipment on, over in or under land and what you as landowner/occupier can expect. Details of the document can be found here: https//:nationalgrid.com/electricity-transmission/document/140436/download. An Agricultural Liaison Officer (ALO) 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
9.1.76	• Concern about risk of terrorism	Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also, due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be

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		damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology.
Land		
9.1.77	• Concern about land referencing search. • Concern that some properties, businesses, homes had been identified and some had not • Land has been identified incorrectly.	National Grid must identify and consult with everyone who has an interest in land which is either the subject of, or may be affected by, the development of new electricity transmission assets. "People with an interest in land" are defined as owners, tenants, occupiers and mortgagees and also anyone who exercises rights over land, for example, private rights of way, sporting rights or rights to receive payments in respect of land. For all new electricity projects, National Grid seek to identify everyone who has an interest in the land which may be affected by the new electricity transmission assets. National Grid will use public sources of information, such as information held by HM Land Registry, to create an initial Book of Reference which details all people with an interest in land, who are affected or may be affected, by the Project. This is followed up with discussions with the land owner to understand any other occupiers / tenancies. Details of how National Grid identify "People with an interest in land" can be found in Section one and two of the National Grid Guidance on Land Rights for New Electricity Transmission Assets which can be found here: https://www.nationalgrid.com/electricity-transmission/document/145311/download If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
9.1.78	• Concern about a lack of compensation. • Landowners won't be compensated fairly. • Concern landowners will be forced to sell their property through Compulsory Purchase.	We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides compulsory acquisition rights if successful thus we would use these powers if a voluntary agreement cannot be reached. National Grid are governed by statutory requirements and the details terms of the supporting guidance in dealing with landowner interest that are effected by the Project. In all circumstances, National Grid must act in a fair and proportionate manner. This extends to full compliance with the Compensation Code that is identified and determined in the relevant legislation provisions as relate to any compulsory acquisition. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU.
9.1.79	• Concern that local drainage systems will be damaged and not restored.	The Environmental Statement (ES) will include 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 would be undertaken to understand existing field drainage systems within the Project corridor and a surface water drainage plan will be produced to support the ES, which sets out the measures that would be adopted for managing runoff within the construction swathe. National Grid's flood risk and drainage consultants will work 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. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. In addition to this, as the Project design develops, National Grid will be working 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. National Grid are reliant on landowners to advise and assist in the identification of existing land drainage system to inform the development of the Project design and to ensure that these often complex systems can be effectively addressed and restored. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU

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9.1.80	• National Grid must seek permission before entering private land.	No land surveys will be undertaken without landowners' prior consent and/or knowledge. Before surveys are carried out from private land, National Grid will first try to obtain voluntary agreement from the relevant landowner. Where an agreement in relation to taking access to land for engineering, ecological and environmental surveys cannot be reached voluntarily, Section 172 of the Housing and Planning Act 2016 authorises National Grid as an acquiring authority, to take access to land for the purpose of surveys and/or valuation where there is a proposal to acquire an interest in or right over land. Where access is taken to land under the Act the relevant landowner and occupier will be given two weeks' notice. National Grid will always seek to work with local landowners to ensure that survey and, ultimately, any development work is conducted in the least obtrusive manner and with the full cooperation of the respective landowners. NGET will seek to give ample opportunity for this form of engagement and would only ever revert to statutory rights of access as a last resort.
9.1.81	• Concern about the impact of overhead lines on livestock.	National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis and by reference to the Compensation Code. Particular agricultural 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.
Landscape and Visual		
9.1.82	• Concern about potential visual impact of routeing new overhead lines in close parallel with existing lines.	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 National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns. Where appropriate, National Grid has sought to route the new overhead lines in close parallel with the 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. Further information on how the Project identified and assessed opportunities to close parallel existing 400kV overhead lines at Options Identification and Selection Stage (of National Grid's Approach to Consenting) is set out in the Corridor Preliminary Routeing and Siting Study (CPRSS). Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.83	• Concern about potential negative impact on the landscape, local views and viewpoints. • Negative impact on the beauty of the countryside. • Negative impact on the rural character of the area and natural greenspaces. • The countryside should be protected.	National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with other environmental and socio-economic considerations, technical requirements and cost when developing our Projects. National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the emerging preferred corridor as presented at the stage one non-statutory consultation in 2023, can be found in the Project Corridor Preliminary Routeing and Siting Study (CPRSS), which is available on our Project website and was presented at the non-statutory consultation. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. This could include proposing trees and hedgerows to reduce the visual impacts. The results of our initial assessments are presented in the Preliminary

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		Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.84	• National Grid should use photographs to illustrate how the new pylons would look.	A series of wirelines and photomontages will be provided as part of the suite of documents which will accompany the Environmental Statement (ES) produced as part of the Environmental Impact Assessment (EIA). These will illustrate what the Project will look like from selected locations which will be agreed with the Local Planning Authorities. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.85	• The visual impact of the overhead lines should be mitigated • Overhead lines should be mitigated using screening • Natural screening should be used to mitigate visual impacts.	During routeing, the use of natural vegetation for screening has been considered in line with the Holford Rules. However, we are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. This could include proposing trees and hedgerows to reduce the visual impacts. Further detail on mitigation measures will be presented in the Preliminary Environmental Information Report, which will be available for review and comment during our statutory consultation. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Noise and Vibration		
9.1.86	• Concern about potential increase in operational and construction noise across the length of the Project / disturbance to local residents.	National Grid will be undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting work, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
9.1.87	• Appreciates the need for the Project / Great Grid Upgrade.	National Grid notes these comments.
9.1.88	• Overhead lines are being removed and routed underground in other areas, so should also be underground here.	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 Dorset, Snowdonia and the Peak District. 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, we 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. The feedback received at the stage one non-statutory consultation has been carefully considered, and has been taken in account alongside our further

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		assessments, in developing our preferred alignment presented at our statutory consultation. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.89	• Concern about cumulative impacts of Project • There is already infrastructure located across much of this area • Already overhead lines located in this area	National Grid is, as part of the Environmental Impact Assessment (EIA) process for the Project undertake a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.
9.1.90	• National Grid should work with utility providers and statutory undertakers to avoid impacting existing infrastructure / save costs / reduce impacts.	National Grid has developed the preferred alignment having considered, interactions with utilities and any necessary mitigation has and will continue to be considered. National Grid liaise as necessary with statutory undertakers who are impacted by the Project to develop the necessary mitigation required.
9.1.91	• National Grid should work with other developers in the area / collaborate to reduce impacts / collaborate to increase benefits.	National Grid are and will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements, consider potential cumulative impacts and seek to reduce and mitigate these. We will continue to work with third party developers to identify opportunities for coordination where possible and reasonable.
Socio-economic		
9.1.92	• Concern about impacts to PRoW / National Trails • Concern regarding potential closure of PRoW.	Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where possible a diversion to allow for the continued use and movement of the wider PRoW network. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Where impacts on PRoW are identified, these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of PRoW users (sensitivity) to PRoW impacts in the construction and operational phase. Should any impacts be identified, that cannot be avoided, mitigation measures will be included to minimise these impacts where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

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9.1.93	• Concern about impact on villages, residents. • Impact on quality of life.	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. 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. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment and socio-economics are considered in 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with routes proximity to properties and residents. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.94	• New overhead lines will require maintenance which will be disruptive for residents • New overhead lines will require costly maintenance.	National Grid has thousands of kilometres of overhead lines across the UK. Maintenance and refurbishment of overhead lines will be required throughout the life of the overhead line. Maintenance and refurbishment activities can include pylon painting, pylon steelwork replacement, replacement of fittings and replacement of conductors. The typical lifespan of an overhead line is approximately 80 years or more, depending on use and location. National Grid have well established and standardised practices to undertake maintenance works. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. For example, maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis with minimal or no disruption to local residents and businesses. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken.
9.1.95	• National Grid should avoid encircling properties • Concern that new overhead lines will result in the encirclement of properties / towns / villages.	Where possible National Grid endeavours to avoid the encirclement of properties and villages through careful routeing and siting. Through siting the preferred alignment in close proximity to existing lines where achievable, National Grid has sought to limit the spread of infrastructure in these areas, such that villages and properties are not encircled by overhead lines. In certain locations, the presence of constraints and environmental features means that this cannot be avoided in certain areas. Detailed assessment reported in the Environmental Statement (ES) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects potentially arising from close paralleling the new overhead line with existing overhead lines. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
9.1.96	• Negative impact on farming operations. • Pylons make it more difficult to farm arable land. • Project will result in a reduction in amount or quality of agricultural land.	National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
9.1.97	• Property will be devalued. • Property will be difficult to sell	National Grid acknowledges that its proposals may cause concern to affected landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. Details of the land Rights Strategy can be found here: https://nationalgrid.com/electricity-transmission/document/153131/download If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU

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9.1.98	• Concern Project does not benefit the people it directly impacts • Project should connect into local energy grid.	There is a need to reinforce the existing high voltage electricity network between the north of the England and the midlands. It does not currently have the capability needed to reliably, and securely, transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The proposal will benefit the UK as a whole including local communities by contributing to our energy security in the future, ensuring that the national grid meets future power demands.
9.1.99	• Further information should have been provided regarding the Project's impact on local residents/villages.	The stage one non-statutory consultation was at the early stages of the Project development and information on the work done to date was included in the Project consultation documents including the Corridor and Preliminary Routeing and Siting Study (CPRSS). It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project was proportionate to the Project's current status and stage through the iterative design process (National Grid's Approach to Consenting). We are undertaking 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to properties and residents. This will be considered in terms of size of the impact (magnitude) and the vulnerability of residents (sensitivity) to impacts in the construction and operational phase. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), as part of our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
Sustainability		
9.1.100	• Net Zero should not be achieved at the expense of the environment. • The Project is not green. • The Project has nothing to do with Net Zero.	Following the Government's 'Ten Point Plan for a Green Industrial Revolution' in December 2020, an energy white paper entitled 'Powering Our Net Zero Future' was published, setting out how the UK will clean up its energy system and reach net zero emissions by 2050. In the British Energy Security Strategy published in April 2022, Government increased the ambition to see 50 GW of offshore wind connected by 2030 and set a target to see a five-fold increase in solar by 2035 from 14 GW today. The ambition to accelerate the deployment of renewables was further reinforced in the 'Powering up Britain', published in March 2023, setting out how the Government will enhance our country's energy security, seize the economic opportunities of the transition, and deliver on our net zero commitments. In December 2022 Ofgem announced plans for a new Accelerated Strategic Transmission Investment (ASTI) framework for large strategic onshore electricity transmission projects – incentivising delivery to meet 2030 targets. The Project is one of the projects identified as 'essential' and which needs to be accelerated for 2030 delivery.
9.1.101	• Concern about the Project's carbon impact. • A carbon assessment should be undertaken.	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our Projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part our procurement process, carbon management and carbon reduction form a key award criteria for all Projects. At tender stage National Grid require all contractors to calculate a detailed carbon footprint of the Project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of Carbon Dioxide equivalent* (CO_2e) from which the contactors are then incentivised (via Key Performance indicators) and quarterly reviews to reduce the carbon footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within Electricity Transmission that explore low carbon innovations and approaches, these groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver National Grid Projects. These groups are: Low-carbon concrete, Low-carbon steel, and aluminium, Net Zero construction and Low Carbon cables these working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against National Grid's overall strategic commitments to reducing carbon emissions across its portfolio of Projects and meeting its Net Zero targets for construction Projects. *CO_2e/ Carbon Dioxide equivalent: is the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another greenhouse gas.
9.1.102	• Support for the Net Zero aspects of the Project.	National Grid notes these comments.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	• Support for the facilitation of green energy into the grid.	
9.1.103	• Opposed to Net Zero. • Does not believe in climate change. • Criticism of government's Net Zero plans and approach. • Alternative suggestions to reduce carbon and generate green electricity. • UK is too small to impact global carbon impacts.	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
Technology		
9.1.104	• Modern pylons should be used / T Pylons should be used / U shaped masts should be used. • Pylons with reduced visual impact should be used. • Aesthetically pleasing pylons should be used. • Small pylons should be used. • Pylons could be painted.	Different pylon designs currently in use in the UK include: standard lattice; low height lattice; and T-pylons. Our current assumption for the purpose of initial assessment at this early stage in the Project's evolution is use of steel lattice pylons. Given the presence of traditional lattice steel pylons in the landscape and as our proposals largely parallel existing overhead lines in many places, use of traditional lattice style pylons would be more in-keeping with existing pylons, as opposed to use of T-pylons, which would have a different landscape and visual impact. We have carefully considered the feedback we received from the stage one non-statutory consultation as we have considered pylon types further, including use of low-height pylons where appropriate, as part of the design process. Further information on the consideration of pylon types is presented in the Design Development Report (DDR) 2025 during our statutory consultation.
9.1.105	• Overhead lines are outdated technology. • Concern the Project is not future proofed.	Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current (HVDC) overhead line and underground cables; and gas insulated line (GIL). Further information including a full evaluation of lifetime costs for each alternative was presented in the Strategic Options Report (SOR) at statutory consultation 2023. The SOR concludes that an overhead line continues to provide the best balance between capital cost, capacity, environmental impact and lifetime operating costs for the transmission of high levels of power. Technologies continue to improve and National Grid continually assess new technologies and look to implement and utilise these when they offer the best overall solution. Detail is presented in an updated report for our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).
9.1.106	• Suggestion to retrofit new 'electrically resistant cross arms' to existing pylons, to prevent the need to construct new overhead lines.	There are many factors involved in the capacity of new OHL circuits. The dimensions of the tower limit the voltage and capacity of conductors that can be carried, although existing towers could potentially accommodate moderate increases in voltage to 550kV, with changes in UK legislation required. This would only equate to an increase of 2GW on a Double Circuit overhead line route compared to circa 7GW of our proposal. We are also required by our design standards (National Electricity Transmission System Security and Quality of Supply Standards) to consider the fault or loss of a double circuit on our system, i.e. circuits on both sides of our tower/pylons being out of service. Therefore, we would need to replace multiple circuits and provide additional substation equipment to accommodate the higher voltages at each location. Even if all the existing circuits in the vicinity of this project were uprated to a higher 550kV voltage, whilst also accommodating a fault on of one of the uprated double circuits, an uprated existing network would require 4 circuits to be uprated to match the capacity provided by the Project. There would also be a potential requirement for additional equipment such as power flow control and voltage control, as a 550kV solution does not provide additional routes for the energy to flow, unlike the proposal. A solution uprating the existing network would come at a much higher cost, and introduce further technical issues to the network, whilst not providing additional paths for energy to flow on the network therefore being less resilient and flexible to meet future need.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Tourism		
9.1.107	• Concern about potential negative impact on tourism to the area • Project will lead to reduced visitors to the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Where impacts on tourism are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the Environmental Statement (produced as an output from the EIA process) and the Construction Traffic Management Plan (CTMP).

Part B: Localised non-statutory consultation

nationalgrid

10. Approach to localised non-statutory consultation

10.1 Introduction

10.1.1 This section sets out the purpose of and approach to National Grid's localised non-statutory consultation for the Project between 9 July 2024 and 6 August 2024.

10.1.2 This section includes:

- an explanation of the purpose of the localised non-statutory consultation and its desired outcomes;
- an overview of the consultation strategy; and
- an overview of the consultation timescales.

10.2 Purpose of Consultation

10.2.1 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 Corridor Preliminary Routeing and Siting Study (CPRSS) 2023. This backcheck 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.'

10.2.2 National Grid undertook a localised non-statutory consultation on the eastern corridor to provide the opportunity for local communities and stakeholders to review this 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.

10.2.3 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.

10.2.4 National Grid has assessed the potential impacts that the eastern corridor may have across a wide range of criteria, including environmental, socio-economic, technical and cost factors. A Supplementary Corridor and Routeing Study Report (2024)[24] was

[24] National Grid, (2024), North Humber to High Marnham, Supplementary Corridor Routeing and Siting Study. Available at https://www.nationalgrid.com/electricity-transmission/document/155976/download

prepared to provide information to inform local communities and stakeholders of the eastern corridor for the Project between South Wheatley and High Marnham.

10.2.5 Feedback from the stage one non-statutory consultation and localised non-statutory consultation has been considered alongside further assessment and survey work in reaching a decision on the overall preferred corridor and route ahead of statutory consultation.

10.3 Consultation Strategy

10.3.1 The Localised Non-Statutory Consultation Strategy (July 2024) set out how National Grid planned to carry out the localised non-statutory consultation. This document can be found at Appendix H of this report.

10.3.2 In May 2024, National Grid consulted with planning officers from the two host authorities relevant specifically to the eastern corridor on its proposed consultation strategy. The two authorities are:

- Bassetlaw District Council;
- Nottinghamshire County Council.

10.3.3 No comments or requests for changes were received from the two host authorities.

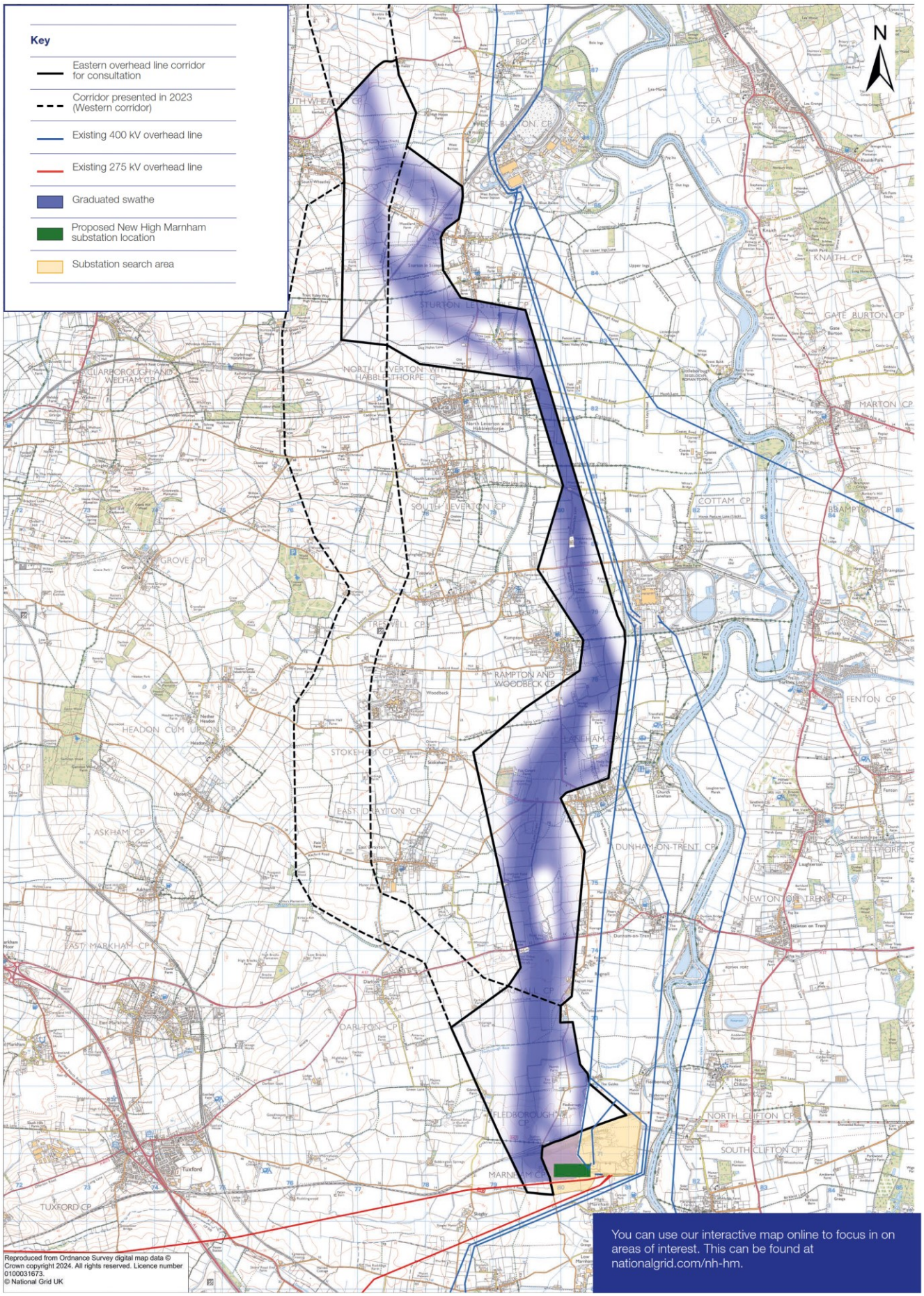
Consultation Zone

10.3.4 A consultation zone was defined to ensure all stakeholders directly within the vicinity of the localised consultation were engaged. As with the stage one non-statutory consultation (see paragraphs 3.2.4 to 3.4.10) the consultation zone for localised non-statutory consultation consisted of two distinct zones outlined below and shown in Figure 10.1.

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

10.3.6 The SCZ extended 5km from the edge of the 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.

Figure 10-1: Localised non-statutory consultation zone



Audiences

10.3.7 Although the localised non-statutory 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 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009[25].

10.3.8 In addition to those identified within the consultation zone for the Project and landowners, a full list of the parties contacted by National Grid in regard to the localised consultation can be found at Appendix I of this document.

Timescales

10.3.9 The localised non-statutory consultation period ran for four weeks, from 9 July 2024 to 11:59pm on 6 August 2024.

10.3.10 National Grid has also considered, where reasonably able to do so, any late responses to the consultation. One consultation response was received after the close of consultation, dated 30 August 2024. No further responses or feedback relating to the eastern corridor presented at the localised non-statutory consultation was received after this date and in advance of the statutory consultation.

10.3.11 In addition to comments provided in response to the localised non-statutory consultation, Nottinghamshire County Council provided comments regarding the content of the stage one consultation corridor. This is reported in Section 16 and Appendix N.

[25] The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Available at: https://www.legislation.gov.uk/uksi/2009/2264/contents/made

11. Consultation Methods

11.1 Introduction

11.1.1 This section of this consultation report outlines the methods used to consult during the localised non-statutory consultation, including the consultation materials produced, communication and feedback channels utilised, and consultation events National Grid carried out. The section also provides a description of the methods undertaken to promote the Project and the localised non-statutory consultation. Finally, a summary of the engagement undertaken with stakeholder groups prior to the start of the localised non-statutory consultation period is provided.

11.2 Consultation Methods

Consultation Materials

11.2.1 A range of consultation materials were created, which aimed to provide consultees with all the information required to provide an informed response to the localised non-statutory consultation.

11.2.2 All of these consultation materials were made available to view and download at all times, on the Project's consultation website[26]. In addition to this, paper copies of the newsletter and feedback form were made available to take away at all the public information points along the eastern corridor listed in Table 11.1, with hard copies of the Addendum to the Project Background Document and Supplementary Corridor and Routeing Report 2024 also made available for inspection at the consultation events. These materials were also available in hard copy at stage one consultation events.

11.2.3 Consultees were able to request hard copies materials via email, freepost or by phone Monday to Friday between 9am and 5:30pm with an answerphone facility taking messages outside these hours. This information was published in the localised non-statutory 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. The consultation materials are outlined in-turn below:

- **Addendum to the Project Background Document 2024** - This document aimed to provide an overview of the Project to consultees, available in Appendix J and at https://www.nationalgrid.com/electricity-transmission/document/155956/download.
- **Supplementary Corridor and Routeing Report 2024** - a detailed report on how the eastern corridor was identified and the graduated swathe has been developed, between South Wheatley and High Marnham, explaining also the reasons for identifying and consulting upon the eastern corridor, and is available at https://www.nationalgrid.com/electricity-transmission/document/155976/download. To avoid confusion, the section of the 'emerging preferred corridor' located between

[26] www.nationalgrid.com/nh-hm (Project website)

South Wheatley and High Marnham which was previously consulted on in 2023 is referred to in the Supplementary Corridor and Routeing Report as the 'western corridor'.

- **Consultation newsletter** – This provided a high-level description of proposals, and details of how to get involved in the consultation, including the locations, dates and times of the public information and invite to consultation events. It was sent to consultees in the PCZ at the start of the localised non-statutory consultaition period and is available in Appendix K and at https://www.nationalgrid.com/electricity-transmission/document/155981/download.
- **Interactive Map** - National Grid created an interactive map as part of the consultation materials. The map detailed National Grid's proposals for the eastern corridor. The map was designed to aimed to help make it easier for consultees to identify the areas most relevant to them and to provide feedback as required. The interactive map is available at: https://experience.arcgis.com/experience/b89ab21328f4438a92f41f7e098dd6fc/
- **Localised non-statutory consultation feedback form** - including an online version and downloadable PDF to provide a method via which people could provide feedback, available in Appendix L and at https://www.nationalgrid.com/electricity-transmission/document/155961/download. Hard copy feedback forms were also available at the local information events.

Communication Channels

11.2.4 To ensure the localised non-statutory consultation was inclusive and open to all, a range of communication channels were utilised to allow consultees to access the Project information and provide feedback. It also allowed consultees to ask questions directly to members of the Project team.

11.2.5 These channels are outlined in turn below.

Project website

11.2.6 At the start of localised non-statutory consultation, National Grid updated the Project website (www.nationalgrid.com/nh-hm) with all consultation information released into the public domain, including an interactive map to show more detail of the proposals.

11.2.7 The website also contained dates and times of public consultation events and online consultation webinars and provided a platform for people to submit their comments via an online version of the feedback form.

11.2.8 The website also facilitated engagement through the inclusion of maps and plans of the eastern corridor between South Wheatley and High Marnham, information pages, and the localised non-statutory consultation newsletter. The aim was to help people get an understanding of the proposals while driving them to engage interactively.

11.2.9 The website was accessible at all times during the consultation period and provided consultees with the information needed to learn more about the Project, whilst providing an opportunity to provide meaningful feedback and raise questions.

11.2.10 Following the closure of the localised non-statutory consultation, the website remains live to provide a library of documents and a hub for Project updates. During the localised non-statutory consultation there were 3,200 sessions with 4,937 views of the Project website.

Consultation newsletter

11.2.11 Prior to the start of the localised non-statutory consultation, National Grid sent a newsletter (Appendix K) to the 2108 properties within the PCZ. The newsletter was also made available to view and download on the Project website at https://www.nationalgrid.com/electricity-transmission/document/155981/download and hard copies were available at public consultation events and public information points.

11.2.12 The newsletter provided consultees with an introduction to the Project and an overview of the proposals. It also contained details of the localised non-statutory consultation, its purpose and how to get involved, including face-to-face engagement (local information events) and online engagement (webinars).

11.2.13 The newsletter also provided information on how consultees could provide feedback online (or in hard copy) or request printed materials including feedback forms and maps. Additionally, it contained information on how to contact the Project team and ask questions.

Public information points

11.2.14 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 Study 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. These locations of the public information points are as follows:

Table 11.1 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	Monday to Friday (9am to 5pm) and Saturday (9am to 1pm)
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

11.2.15 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.

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

Methods of engagement

11.2.17 National Grid undertook a mix of face-to-face public information events and online webinars to provide stakeholders with a range of opportunities to find out more about the eastern corridor, speak to the Project team and to provide feedback. Further detail on these methods of engagement is set out below.

Public information events – In-person

11.2.18 Three in-person public information events were organised to take place during the localised non-statutory consultation. These events were organised to be accessible to as many stakeholders as possible and held at suitable community hubs along the proposed route.

11.2.19 The events provided an opportunity for consultees to view the latest Project information and speak to Project team representatives.

11.2.20 The in-person information events were held at suitable, accessible venues (within or near the PCZ) and people were encouraged to attend and provide feedback on the information presented. The table below lists these events:

Table 11.2 In-person information events held during the localised non-statutory consultation

Date and time	Venue	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
Tuesday 23 July 2024, 2pm – 7pm	Rampton Village Hall, Manor Grounds, Rampton, Retford, Nottinghamshire, DN22 0JU	84
		Total 234

11.2.21 These were advertised and promoted through a range of methods outlined in Section 11.3.

11.2.22 The localised non-statutory consultation event banners were displayed at all of the in-person information events.

11.2.23 In addition to this, information provided at the public information events included:

- Copies of the community newsletter to take away;
- Copies of the Addendum to the Project Background Document to take away;
- Copies of feedback forms to take away;
- Copies of the Supplementary Corridor and Routeing Report 2024 to read;

- Copies of the Strategic Options Report 2023 to read;
- Copies of the Corridor Preliminary Routeing Siting Study 2023 to read.

11.2.24 Feedback forms were also available at events for attendees to record their comments. These could be completed at the event or taken home and posted to National Grid via the freepost address.

11.2.25 National Grid representatives from relevant technical disciplines were also available to explain the Project and answer questions from members of the local community attending events.

Online webinars

11.2.26 Two webinar sessions were also organised to take place during the localised non-statutory consultation.

11.2.27 The 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.

11.2.28 The sessions included a presentation from the Project team, and some time afterwards for questions and answers. The table below lists the webinar events that took place during the localised non-statutory consultation:

Table 11.3 Webinars undertaken during the localised non-statutory consultation

Webinar session	Date	Time	Attendees
North Humber to High Marnham localised consultation - Our proposals between South Wheatley and High Marnham	Friday 19 July 2024	10am	7
North Humber to High Marnham localised consultation - Our proposals between South Wheatley and High Marnham	Thursday 25 July 2024	7pm	1
			Total 8

11.2.29 This list of webinars, along with details of how to sign up to them, was publicised in the newsletter, Addendum to the Project Background Document, website, social media, and press release.

11.3 Consultation Promotion

11.3.1 This section outlines the activities undertaken to raise awareness of the Project, the eastern corridor and to promote the localised non-statutory consultation.

Consultation launch email and letter

11.3.2 Technical and community stakeholders were sent a letter via email or via Royal Mail First Class to notify them of the localised non-statutory consultation (Appendix M). The letter included a summary of the background to the localised non-statutory consultation,

where to access information, and how to provide feedback. It was sent along with the consultation newsletter.

Consultation newsletter

11.3.3 A Consultation newsletter (Appendix K) was distributed to all properties within the PCZ. This included 2108 properties. The newsletter was also issued to all stakeholders who received a consultation launch email.

11.3.4 As previously outlined, this document provided a summary of information about the Project, details about the localised non-statutory consultation, including how to get involved and where more information could be found.

Newspaper advertisements

11.3.5 Two rounds of newspaper advertisements were undertaken between 4 and 11 July 2024.

11.3.6 These newspaper adverts were placed in a number of local newspapers, providing wider publicity of the localised non-statutory consultation (see Appendix M). The schedule of these newspaper adverts are set out in the table below:

Table 11.4 Advertisements placed in local newspaper publications during the localised consultation period

Print advertisement	Dates
Retford Times	4 July and 11 July 2024
Nottingham Post	4 July and 11 July 2024

11.3.7 A digital advert was also active from 4 to 21 July 2024.

11.3.8 The digital advert was placed on an appropriate local publication website, providing wider publicity of the localised non-statutory consultation. The schedule of these digital advert is set out in the table below:

Table 11.5 Digital advertisements active during the localised non-statutory consultation period

Digital advertisement	Dates
Nottinghamshire Live	Active from 4 July to 21 July 2024

Social media

11.3.9 A social media advertising campaign was also undertaken on Instagram and Facebook, undertaken between 4 July and 21 July 2024 (see Appendix M). Key statistics from these campaigns are shown in the table below.

11.3.10 These campaigns were designed to extend outreach beyond the consultation zone and make a wider range of communities and stakeholders aware of the localised non-statutory consultation and how to take part, as well as to advertise the consultation events.

Table 11.6 Key statistics from the social media campaign

Campaign	Impressions	Link clicks	Post engagement	Reactions	Comments	Shares
Post 1	164,224	199	349	10	4	0
Post 2	161,306	157	323	10	1	0
Post 3	137,960	90	360	6	1	0
Post 4	159,223	123	131	8	0	0
Post 5	140,998	152	160	7	0	0
Post 6	142,779	128	132	4	1	0
Post 7	180,002	180	304	11	1	0
Post 8	179,771	182	194	11	3	0
Post 9	180,950	198	297	11	1	0

11.3.11 In addition to the social media campaign, the consultation launch email and letters encouraged local authorities and other identified groups to use their own social media to advertise the localised non-statutory consultation (Appendix M).

11.4 Methods of collecting feedback

11.4.1 The primary method of collecting feedback was the localised non–statutory consultation feedback form (hereafter referred to as the 'feedback form' in the remainder of this report). The feedback form, which can be viewed at Appendix L of this document, invited consultees to provide comments on the following topics:

- **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.
- **The associated works and other aspects.** Consultees were asked to provide comments on the additional land that may be required as part of the scheme, for matters such as temporary land required for construction activities and land required for environmental mitigation.

- **Further considerations.** Consultees were asked if they had any other feedback for National Grid to consider as the Project continued to undertake assessments and refine proposals. Consultees were also asked to identify any ways in which they would like to see local communities benefit from hosting new electricity transmission infrastructure.
- **The consultation itself.** Consultees were asked for their views on the localised non-statutory consultation itself. This included questions about the quality of (printed and online) consultation materials, the face-to-face consultation events, promotion of the Project etc.
- **Net zero.** National Grid asked consultees to provide their views on net zero.
- **Equality and Diversity.** There were a series of questions for inclusion and diversity purposes.

Methods of providing feedback

11.4.2 In order to 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:

- **Online feedback form through the Project website** – An electronic version of the feedback form was available on the Project website, here: www.nationalgrid.com/nh-hm. This could either be completed and submitted online or downloaded from the website and posted to the Freepost address.
- **Hard copy feedback forms** (Appendix L) – Hard copies of the response forms described above were provided at consultation events and upon request. They were also available as a PDF on the Project website, to be printed at home if preferred. They could be returned via Freepost address.
- **Email** – An email address (contact@nh-hm.nationalgrid.com) was provided on the website. Emails sent to this address were reviewed and where they clearly constituted consultation responses were included within the feedback.
- **Letter by post** – Hard copy responses could be submitted in writing to the freepost address at 'Freepost NH to HM'.

11.5 Engagement activities

11.5.1 This section provides a summary of the engagement activity National Grid undertook in the lead up to and launch of localised non-statutory consultation.

Engagement with political stakeholders

11.5.2 Briefings were offered to political stakeholders including MPs, elected members of the two host local authorities and Parish and Town Councils potentially affected by the eastern corridor. The two host local authorities agreed a single joint elected members briefing could be held. Two Parish Councils requested a meeting and a single joint meeting with these Parish Councils was arranged.

11.5.3 National Grid was conscious of the general election (held on 4 July 2024) and therefore offered the elected member briefing following the conclusion of the election.

11.5.4 Table 11.7 provides an overview of the briefings that took place.

11.5.5 Members of Parliament where all or part of their constituency was within the SCZ were provided with information on the Project, eastern corridor and the localised non-statutory consultation and were offered briefings. No requests for briefings were received.

Table 11.7 Political stakeholder briefings

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

Engaging stakeholders at the launch of the localised non-statutory consultation

11.5.6 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 this report.

11.5.7 These stakeholders were sent the letter at Appendix M via email or via Royal Mail First Class where an email address was not available. The letter included a summary of the background to the localised non-statutory consultation, where to access information, and how to provide feedback. It was sent along with the consultation newsletter. The emails and letters were sent to arrive on or before the first day of the localised non-statutory consultation period (Tuesday 9 July 2024).

Accessibility, seldom heard and interest groups

11.5.8 National Grid recognised that some people and groups may not be comfortable with the digital methods used for the consultation.

11.5.9 National Grid sought to ensure that the Project's localised non-statutory consultation was inclusive and provided the opportunity to engage equally with all stakeholders, irrespective of access to or familiarity with digital and/or typical consultation methods.

11.5.10 To ensure the consultation was accessible to all, National Grid:

- directly mailed the Project newsletter (Appendix K) to all stakeholders in the PCZ. The newsletter provided details of how to access paper copies of the consultation documents, and provide feedback by post.
- made important information available in both digital and non-digital formats. National Grid also offered to provide alternate formats for those who needed them.
- made paper copies of the information available at local information points, along with contact details for the Project team who could provide further assistance, and sent consultation packs to those who were unable to access the materials online.

- advertised the localised non-statutory consultation through both traditional and social media methods.
- advertised the availability of telephone call-backs for stakeholders with further questions or who would like to discuss the Project further with the Project team.

11.5.11 The approach to engagement with 'seldom heard' groups followed that provided in paragraphs 3.5.12 to 3.5.19 above and a detailed description of National Grid's approach to accessibility, seldom heard and interest group strategy can be found in the Project's Consultation Strategy (Appendix H).

12. Feedback Analysis

12.1 Introduction

12.1.1 This chapter provides an overview of how feedback from the localised non-statutory consultation was collected and summarises the matters raised in the responses received.

12.1.2 Finally, the chapter summarises the Project's approach to coding, analysing and presenting feedback in this report.

12.2 Feedback channels / response mechanisms

12.2.1 National Grid has taken the same approach to collating and analysing feedback to the localised non-statutory consultation as it did for the stage one non-statutory consultation (see section 4.2).

12.3 Overview of the feedback received

12.3.1 All consultation responses received during the localised non-statutory consultation period and any late responses received after the close of the consultation period, have been coded and analysed using the same approach. The Project received a total of 142 consultation responses.

12.3.2 Table 12.1 below outlines the format in which these responses were received.

Table 12.1 Format of responses received to the localised non-statutory consultation

Format of response	Number of responses
Online completed feedback form	59
Hard copy completed feedback form (via email or freepost)	53
Emails and letters	30
Total	**142**

12.4 Data processing and analysis

Closed responses

12.4.1 Responses to the closed quantitative questions in the feedback form did not require coding. Instead, these responses have been analysed and displayed graphically throughout this report. The responses to all closed questions (except question 2,

explained in further detail below) are displayed and analysed in Sections 12 and 13 of this report.

12.4.2 Question 2 of the feedback form asked respondents to select a preferred route through the eastern corridor at a specific location and then provide a reason why they had selected that option. The results of this question are displayed in 5 individual graphs, followed by a summary of the reasons that were provided in the open text box which have been coded and analysed as part of the qualitative data.

Open responses

12.4.3 All qualitative open responses to the localised non-statutory consultation have been coded and analysed together.

12.4.4 Sources of open responses included:

- Responses to open questions in the feedback form;
- Email responses (which clearly constituted a consultation response); and
- Letter responses (which clearly constituted a consultation response).

12.4.5 The process by which consultation feedback was analysed and coded is outlined in Section 5.4:

Feedback requesting design changes

12.4.6 Where specific, locatable changes/ amends to the Project were suggested through the localised non-statutory consultation, these were considered as National Grid developed the proposals further.

12.4.7 These suggested changes are outlined in the 'Design' section of the summary table (Table 15.1). The outcomes of these requested changes to the design are detailed in National Grid's response.

12.5 Summarising, presenting and responding to feedback

Responses from local authorities and prescribed consultees

12.5.1 National Grid has taken the same approach to analysing feedback from local authorities and prescribed consultees for the localised non-statutory consultation as it did for the stage one non-statutory consultation (see paragraphs 5.5.1 – 5.5.2).

12.5.2 Table 12.2 below lists the local authorities and prescribed consultees who have responded to our consultation.

Table 12.2 - Local authorities and prescribed consultees who responded to the localised non – statutory consultation

Anglian Water	Bassetlaw Council	Dunham Parish Council	Natural England
Nottinghamshire County Council	North and South Wheatley Parish Council	Severn Trent Water	The Environment Agency

12.5.3 Responses from these consultees have been summarised and responded to in Appendix N of this report.

Responses received from other consultees

12.5.4 Chapter 15 presents the responses received from consultees in response to the eastern corridor.

12.5.5 Responses from consultees have been grouped thematically, in line with the approach used for the stage one non-statutory consultation. Summaries of topics and concerns raised by consultees within each theme are presented in tables, alongside National Grid's response.

Responses received from other consultees that did not relate to the eastern corridor

12.5.6 Chapter 16 presents a summary of responses received from consultees that did not relate directly to the eastern corridor but provided feedback on the western corridor (part of the emerging preferred corridor located between South Wheatley and High Marnham which was previously consulted on in 2023) (see Section 8.11).

12.5.7 Summaries of topics and concerns raised by consultees are presented, alongside National Grid's response.

13. Feedback Form – Responses to Questions 1 to 5

13.1 Introduction

13.1.1 This section presents feedback gathered through the combination of open and closed questions presented in the feedback form. The sub headings correspond with headings in the feedback form.

13.2 North Humber to High Marnham - Eastern corridor proposals between South Wheatley and High Marnham

Question 1a - We considered and assessed the location and extent of the eastern corridor between South Wheatley and High Marnham. Do you agree with the position and extent of the eastern corridor that has been identified?

13.2.1 This question asked respondents 'Do you agree with the position and extend of the eastern corridor that has been identified'. The following list of options were provided:

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

13.2.2 109 respondents answered this question. 62% of respondents selected 'Strongly disagree' and 17% selected 'Disagree'. 13% selected 'Strongly agree', while 7% selected 'Agree'. Only 1% selected 'Neither agree nor disagree'.

Question 1b - Please tell us the reason for your answer.

13.2.3 This open question asked respondents to provide comments on the eastern corridor.

13.2.4 Responses to the points raised through open written feedback have been summarised in Table 14.1 in Section 14.

Question 1c - Are there any features or considerations that you think we should take into account when developing our plans?

13.2.5 This open question asked respondents to identify any features or considerations when developing the plan for the eastern corridor.

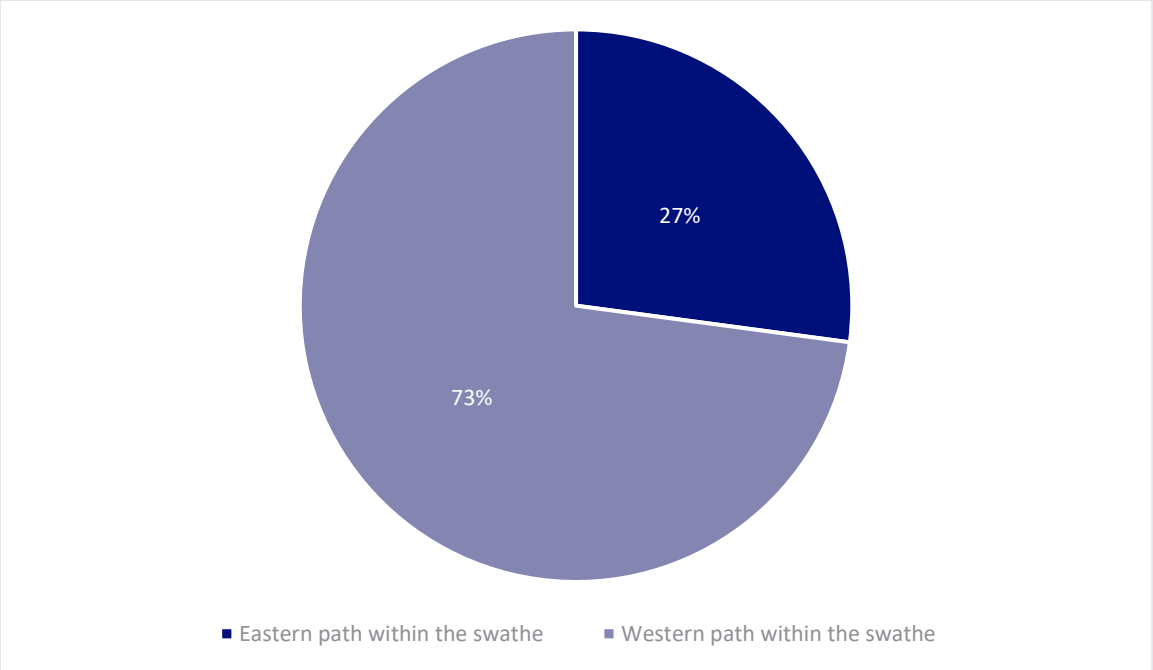
13.2.6 Responses to the points raised through open written feedback have been summarised in Table 14.1 in Section 14.

13.3 The eastern corridor graduated swathe

Question 2a – If the eastern corridor is taken forward, do you have a preference for where the new overhead line should cross Wheatley Road and the Sheffield to Lincoln Railway Line? Please explain your reasons for your response.

13.3.1 This question asked respondents to state their preference for one of two proposed paths through a specific section of the eastern corridor. A total 59 respondents stated a preference, with 16 selecting “Eastern path within the swathe (North of Sturton le Steeple)” and 43 selecting “Western path within the swathe (West of Sturton le Steeple)”. The results of which are presented in Figure 13-1 below.

Figure 13-1 Graphical representation of the responses to Q2a on the preference of the path within the swathe at Sturton le Steeple



13.3.2 The second part of Question 2a) asked respondents to give their reasons why they stated this preference.

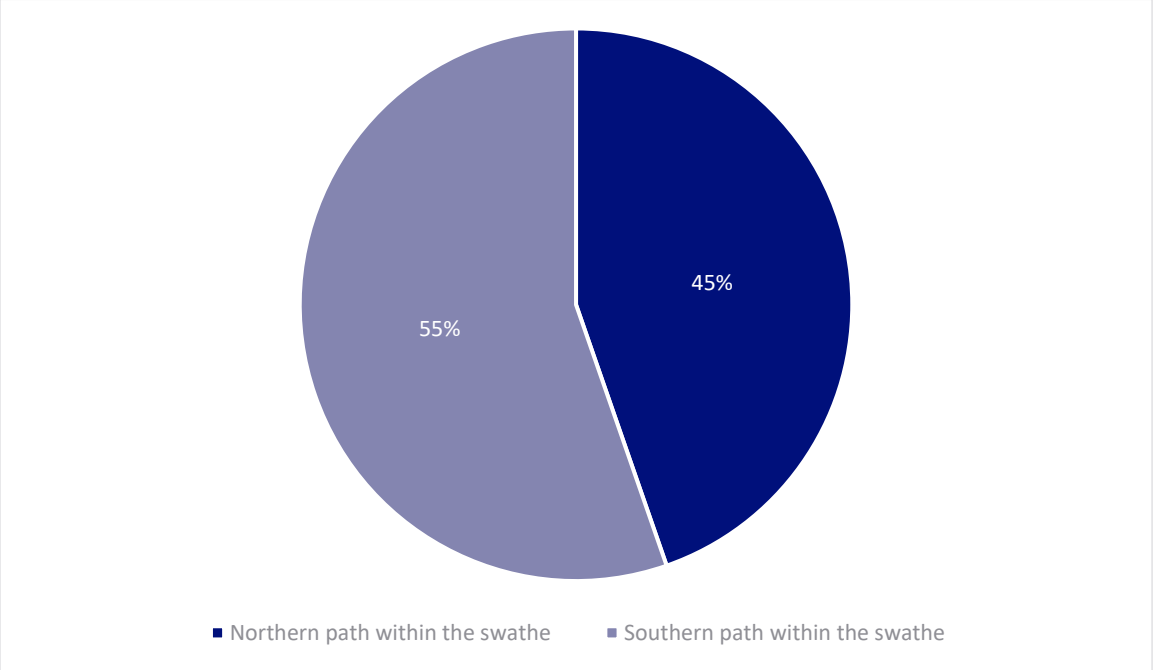
13.3.3 There were 49 responses to the second part of question 2a. Fourteen were in support of the Eastern path within the swathe (North of Sturton le Steeple) and the most frequently referenced reason was to allow the overhead line to be routed nearer to existing overhead lines and West Burton power station.

13.3.4 There were 35 written responses which supported the Western path within the swathe (West of Sturton le Steeple) and the most frequently referenced reason was that it would avoid populated areas.

Question 2b – If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line around the hamlet of Fenton? Please explain your reasons for your response.

13.3.5 This question asked respondents to state their preference for one of two proposed routes through a specific section of the eastern corridor. A total 47 respondents stated a preference, with 21 selecting “Northern path within the swathe (North of Fenton)” and 26 selecting “Southern path within the swathe (South of Fenton)”. The results of which are presented in Figure 13.2 below.

Figure 13-2 Graphical representation of the responses to Q2b on the preference of the path within the swathe around the hamlet of Fenton



13.3.6 There were 39 responses to the second part of question 2b. Fourteen were in support of Northern path within the swathe (North of Fenton) and the most frequently referenced reasons were that the proposed overhead lines would run in close proximity to existing lines and be further away from village of North Leverton with Habblethorpe.

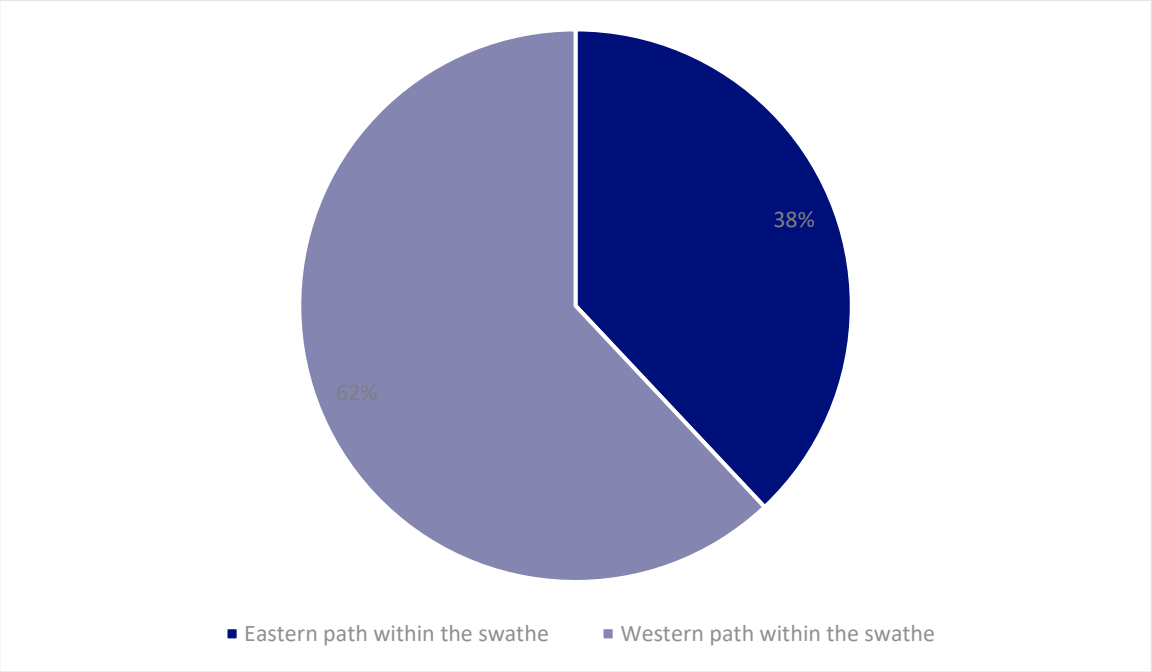
13.3.7 There were 25 written responses that supported the Southern path within the swathe (South of Fenton) with the most frequently referenced reasons being that it would be the more direct route, and avoid populated areas and priority habitats.

Question 2c – If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line north of Laneham? Please explain the reasons for your response.

13.3.8 This question asked respondents to state their preference for one of two proposed paths through a specific section of the eastern corridor. A total 50 respondents stated a preference, with 19 selecting “Eastern path within the swathe (east of Broadings Lane)”

and 31 selecting “Western path within the swathe (west of Broadings Lane) The results of which are presented in Figure 13.3 below.

Figure 13-3 Graphical representation of the responses to Q2c on the preference of the path within the swathe north of Laneham



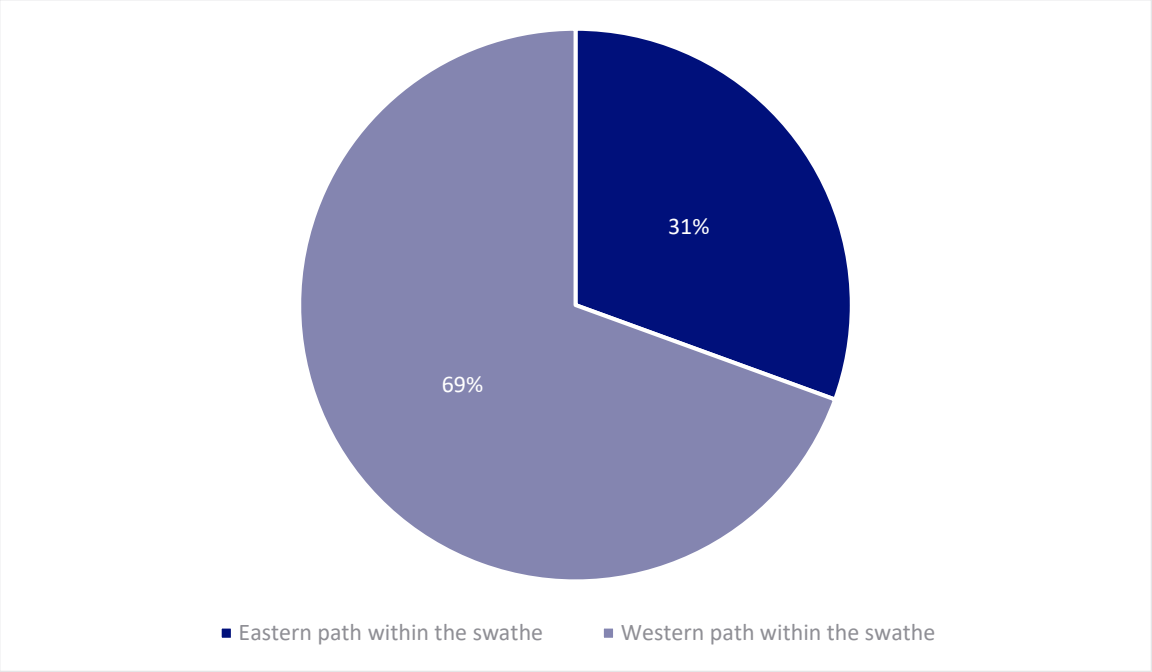
13.3.9 There were 41 responses to the second part of question 2c. Thirteen were in support of the Eastern path within the swathe (east of Broadings Lane) withthe most frequently referenced reasons being that the proposed overhead lines would run in close proximity to existing lines and potentially have less of a visual impact, and be further away from villages, in particular the village of Rampton.

13.3.10 There were 28 written responses that supported the Western path within the swathe (west of Broadings Lane), with the most frequently referenced reasons being that it would be further away from the village of Laneham and offers more design options

Question 2d – If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line to the west of Dunham-on-Trent? Please explain the reasons for your response.

13.3.11 This question asked respondents to state their preference for one of two proposed paths through a specific section of the eastern corridor. A total 36 respondents stated a preference, with 11 selecting “Eastern path within the swathe (east of Field House Farm on the A57)” and 25 selecting “Western path within the swathe (west of Field House Farm on the A57)” The results of which are presented in Figure 13.4 below.

Figure 13-4 Graphical representation of the responses to Q2d on the preference of the path within the swathe to the west of Dunham-on-Trent



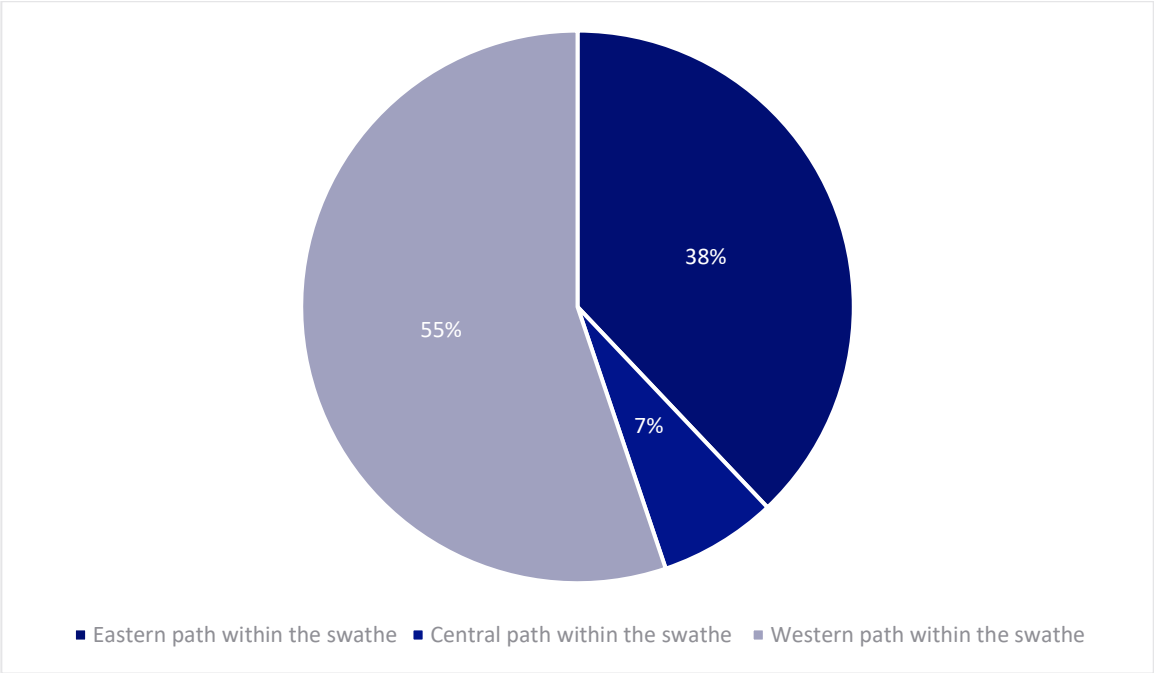
13.3.12 There were 27 responses to the second part of question 2d. Seven were in support of Eastern path within the swathe (east of Field House Farm on the A57) and the most frequently referenced reasons were that it would be close to existing infrastructure, and avoid populated areas and impact fewer communities, in particular the village of Dunham on Trent.

13.3.13 There were 20 written responses that supported the Western path within the swathe (west of Field House Farm on the A57), the most frequently referenced reasons were that this option would have a lesser impact on residential areas.

Question 2e – If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line in the Fledborough area as it approaches the former High Marnham Power Station site? Please explain the reasons for your response.

13.3.14 This question asked respondents to state their preference for one of three proposed paths through a specific section of the eastern corridor. A total 29 respondents stated a preference, with 11 selecting “Eastern path within the swathe (passing Fledborough House to the east before crossing Crabtree Lane)”, 2 selecting “Central path within the swathe (passing to the south of Fledborough House before crossing Crabtree Lane)” and 16 selecting “Western path within the swathe (passing to the west of Fledborough House)” The results of which are presented in Figure 13.5 below.

Figure 13-5 Graphical representation of the responses to Q2e on the preference of the path within the swathe in the Fledborough area as it approaches the former High Marnham Power Station site?



13.3.15 There were 21 responses to the second part of question 2e. Eight were in support of Eastern path within the swathe (passing Fledborough House to the east before crossing Crabtree Lane) and the most frequently referenced reason was that the proposed overhead lines would run in close proximity to existing lines.

13.3.16 Of those respondents that stated a preference for Central path within the swathe (passing to the south of Fledborough House before crossing Crabtree Lane), the only reason recorded was that it would be the least interfering.

13.3.17 There were 12 written responses that supported the Western path within the swathe (passing to the west of Fledborough House) and the most frequently referenced reason was that this option would have less impact on populated areas and schools.

13.4 Strategic Options

Question 3a – Do you have any comments to make on our work to identify our preferred strategic option?

13.4.1 Question 3a asked respondents to provide comments on the Strategic Options Report which outlines why the Project needs to start in the Creyke Beck area and the different end points and technologies that have been considered. Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

13.5 Other Requirements

Question 4a – Do you have any comments about associated works and other aspects at this stage that you would like us to consider?

13.5.1 Question 4a asked respondents to provide comments on the additional land that will also be required to build and reduce the potential impacts of the proposed overhead line network reinforcement. Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

13.6 Refining our proposals

Question 5a – Is there anything we could do to reduce the effects of a new overhead line?

13.6.1 Question 5a asked respondents to provide comments on the location of the new infrastructure within the preferred corridor and graduated swathe. Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

Question 5b – Are there any other considerations we should take into account when developing our proposals?

13.6.2 Question 5b asked respondents to provide comments on any additional considerations that they wish to raise in relation to the proposals. Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

Question 5c – In addition to our Community Grant Programme, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?

13.6.3 Question 5c asked respondents to provide ideas for the use of the Community Grant Programme. Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

14. Feedback Form – Responses to Questions 6, 7 and Equality and Diversity

14.1 Introduction

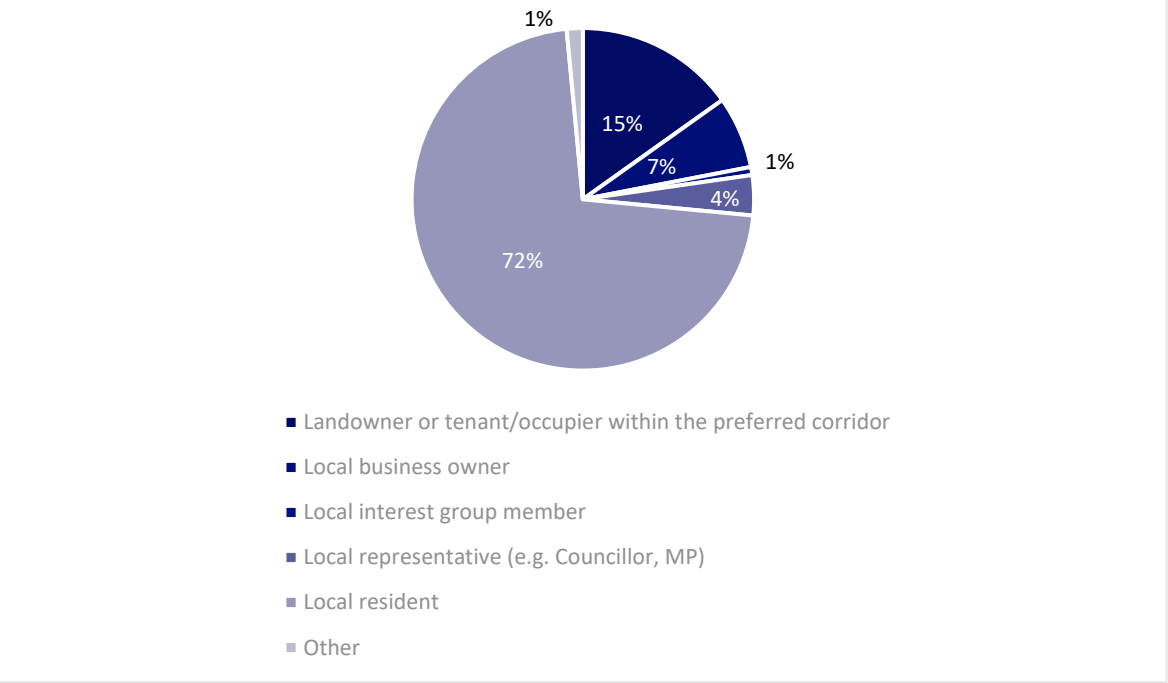
14.1.1 This section presents feedback gathered through questions 6, 7 and on equality and diversity on the feedback form. The sub-headings correspond with headings in the feedback form.

About you section

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

14.1.2 In response to this question, which asks respondents to describe their interest in Project (Figure 14.1), the majority (72% of respondents who answered this question) indicated that they were a 'Local resident'. The next most popular category was 'Landowner or tenant/occupier within the preferred corridor' with 15% of respondents selecting this option. 7% selected the option 'Local business owner'. A small percentage of responses were received from 'other', 'local representatives', 'local interest groups' and statutory organisations.

Figure 14-1 How would you describe your interest in North Humber to High Marnham?

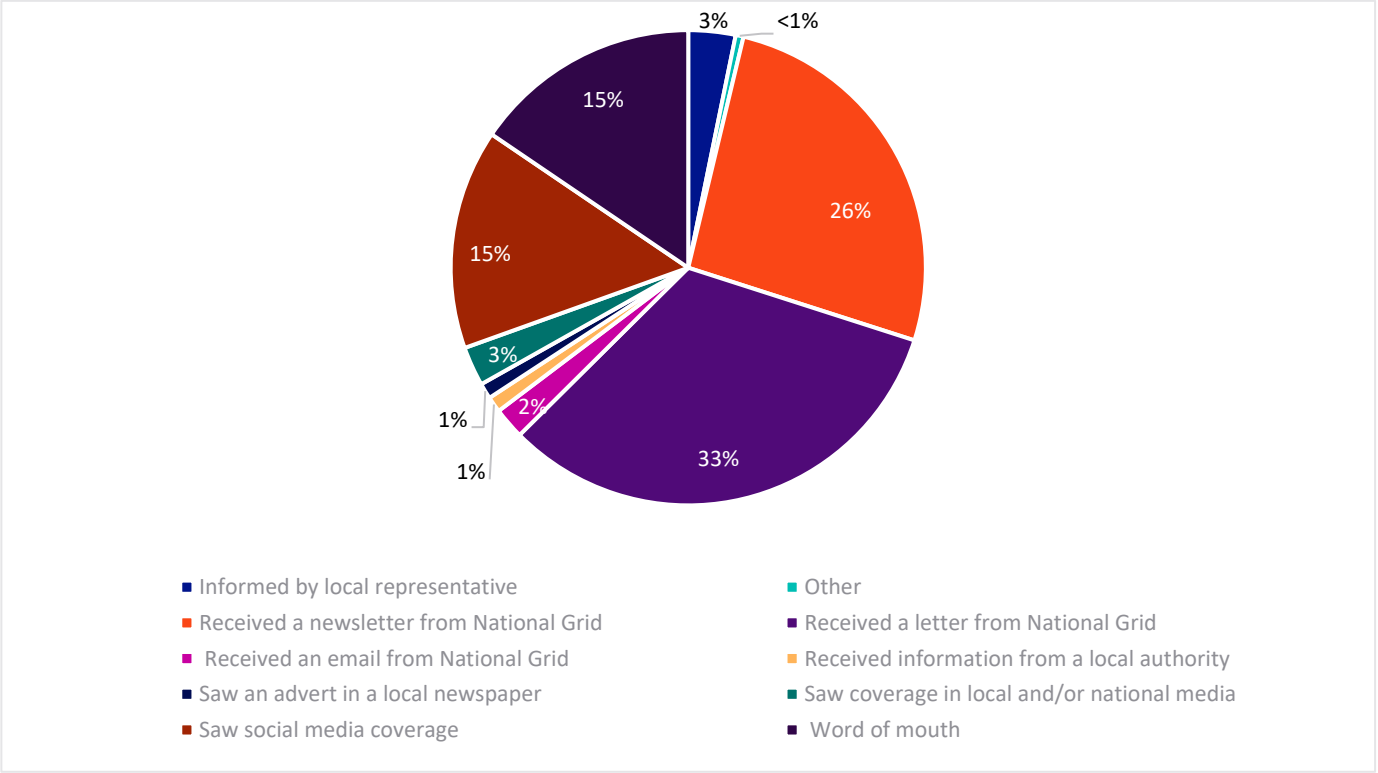


Our consultation

Question 6a - How did respondents hear about our consultation?

14.1.3 A list of options was then provided, the results of which are presented in Figure 14.2 below. Please note that consultees were able to select more than one option, so results are presented as a percentage of the total number of respondents who responded to that question.

Figure 14-2 Please let us know how you heard about this consultation



Question 6b – How clear and easy were the materials to understand?

14.1.4 This question asked respondents to 'Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand:'. The following list of options was then provided:

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

14.1.5 106 respondents answered this question. The majority, nearly half (44%) of respondents indicated the materials were 'Good'. 22% of respondents indicated they

were ‘Very Good’ whilst 21% rated them as ‘Average’. 9% rated them as ‘Poor’ and 4% as 'Very Poor’.

Question 6c – How well was this consultation promoted and advertised?

14.1.6 This question asked respondents to ‘Please rate how well this consultation was promoted and advertised to the public’. The following list of options was then provided:

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

14.1.7 103 respondents answered this question. 41% of respondents selected ‘Good’ and 28% selected ‘Average’. 10% selected ‘Very Poor’, while 14% selected ‘Poor’. Only 7% selected ‘Very Good’.

Question 6d – Did respondents attend one of face-to-face or online consultation events?

14.1.8 This question asked respondents to indicate whether they attended any of our consultation events.

14.1.9 111 respondents answered this question. Three quarters (75%) of respondents indicated that they attended a face-to-face event, 5% attended an online event. 20% did not attend a face-to-face or online consultation events.

Question 6e – How informative did respondents find out consultation events and/or our consultation materials?

14.1.10 This question asked respondents to indicate how informative they found our consultation events and/or our materials.

14.1.11 99 respondents answered this question. Nearly half, 49% of respondents rated the events and/or our consultation materials ‘Quite informative’ and 37% of respondents selected ‘Very informative’. 9% had ‘No opinion’ and 5% selected ‘Not informative’ when answering the question.

Question 6f – Do you have further comments about our consultation process of anything we can improve about our consultation?

14.1.12 This open question asked respondents to provide ‘Do you have any further comments about our consultation process or anything we can improve about our consultation?’.

14.1.13 Responses to the points raised through open written feedback have been summarised in Table 15.1 in Section 15.

14.2 Additional Questions – Net Zero

Question 7a – Does the respondent agree with the need for the North Humber to high Marnham Project?

14.2.1 This question 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 the Project (as described on pages 20-23 in the Project Background Document (2023 and in the SOR)'. The following list of options was provided:

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Unsure

14.2.2 98 respondents answered this question. 32% responded 'Agree' and 25% responded 'Neither agree nor disagree''. 16% responded 'Strongly Disagree' with the statement, 10% 'Disagree' and 8% 'Unsure'. Only 9% responded with 'Strongly agree'.

Question 7b – Concerns around climate change

14.2.3 This question asked respondents 'How concerned are you about the following?' and provided two statements:

- 'The effect of climate change/global warming on your life'; and
- 'The effect of climate change/global warming on the lives of future generations'.

14.2.4 To answer these two questions respondents were given the following options:

- Very concerned
- Concerned
- Neutral
- Not that concerned
- Not at all concerned

14.2.5 96 respondents answered both statements.

14.2.6 In response to the statement about 'The effect of climate change/global warming on your life', the majority, 50% said they were 'Concerned' and 31% responded 'Very concerned'. Only 12% responded they were 'Not that concerned' and 0% said 'Not at all concerned'. 7% of respondents selected 'Neutral'.

14.2.7 In response to the statement about 'The effect of climate change/global warming on the lives of future generations', 52% said they were 'Very concerned' and 35% responded 'Concerned'. Only 5% and 1% responded they were 'Not that concerned' and 'Not at all concerned' respectively. 7% of respondents selected 'Neutral'.

Question 7c – To what extent does the respondent agree or disagree with the following statements?

14.2.8 This question asked respondents ‘To what extent do you agree or disagree with each of 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, reinforcing the network to transport this energy to where it is needed most is important.
- Having UK energy sources and the associated infrastructure will help increase the UK’s energy security.
- Increasing our UK renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.

14.2.9 To answer these two questions respondents were given the following options:

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

14.2.10 94 respondents answered all four statements.

14.2.11 In response to the statement ‘The UK meeting its target of net zero carbon emissions by 2050 is important to you’, 19% of respondents selected ‘Neutral’. 44% selected ‘Agree’ and 23% selected 'Strongly agree’. Only 8% and 6% selected ‘Strongly disagree’ and ‘Disagree’ respectively.

14.2.12 In response to the statement ‘With the growth of renewable energy generation and interconnection in the North of England, reinforcing the network to transport this energy to where it is needed most is important.’, 25% of respondents selected ‘Neutral’. 41% selected ‘Agree’ and 20% selected ‘Strongly Agree’. 11% and 3% selected ‘Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

14.2.13 In response to the statement ‘Having UK energy sources and the associated infrastructure will help increase the UK’s energy security.’, 9% of respondents selected ‘Neutral’. 48% selected ‘Agree’ and 37% responded ‘Strongly agree’. 4% and 2% selected ‘Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

14.2.14 In response to the statement ‘Increasing our UK renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.’, 8% of respondents selected ‘Neutral’. 49% selected ‘Agree’ and 33% selected ‘Strongly Agree’. 7% and 3% selected ‘Disagree’ and ‘Strongly disagree’ respectively in response to the statement.

14.3 Equality and diversity

14.3.1 The feedback form asked the following questions on equality and diversity. This was to help understand whether the consultation has been useful to people of different

backgrounds and requirements. Answering these questions was optional for all respondents.

- What is your gender?
- Do you consider yourself a person with a disability?
- How would you describe your ethnic background?
- What is your age?

15. Project-wide feedback and National Grid's response

15.1 Introduction

15.1.1 This chapter presents the qualitative feedback received during the localised non-statutory consultation, gathered via the open questions on the feedback form or via other open formats such as letters and emails.

15.1.2 As described in Chapter 4, feedback is presented by overarching theme and then broken down into sub-topics.

15.1.3 National Grid's response to each sub-topic is shown in Table 15.1 below. A summary of the matter raised by the consultee is presented in the left hand column and National Grid's response is on the right.

15.1.4 These responses were written in the context of the information available at the time of writing this report following the localised non-statutory consultation. The responses provided reflect the outcomes of the additional technical and environment assessment work undertaken on the eastern corridor to determine its feasibility as a possible alternative route between South Wheatley and High Marnham, which is summarised below. Information provided, however, is still subject to change as the Project develops.

15.2 South Wheatley to High Marnham Corridor Decision

15.2.1 Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision on the overall preferred corridor between South Wheatley and High Marnham. An overview of the technical, cost, environmental and socio-economic considerations which have informed this decision are set out below. Further detail on the eastern corridor can be found with the Design Development Report 2025.

Technical assessment

15.2.2 Large sections of the eastern corridor are within Flood Zone 3 and are therefore at higher risk of flooding, compared to the western corridor, which has only a few isolated pockets of Flood Zone 3 areas that the permanent Project infrastructure could likely avoid. Routeing in Flood Zone 3 areas could increase the risk of construction programme delays should seasonal working restrictions be required and should flood events occur during the construction period.

15.2.3 Furthermore, the increased likelihood of flooding may also require more complex foundation designs which could increase Project costs and length of construction programme should a route within the eastern corridor be taken forward.

15.2.4 Routeing flexibility is reduced in the eastern corridor between Fenton and Laneham, due to the presence of multiple constraints including multiple existing 400kV overhead lines to the east, North Leverton with Habblesthorpe to the west, scattered properties, in

addition to planned renewable energy developments, Cottam Power station and existing utilities. This has led to challenges achieving a continuous triple close parallel alignment in this area, necessitating multiple changes in direction and thus additional tension pylons. From an engineering perspective it is preferable to avoid multiple changes in direction as this would require additional tension pylons. Tension pylons would require more steel and larger foundations, compared to standard suspension pylons.

15.2.5 Introducing a third overhead line in close parallel in this section of the eastern corridor would lead to three 400kV overhead lines being located in the Flood Zone 3 area, which would increase risk during operation and maintenance due to risk of flood events, potentially preventing access to pylons during flood events. Although this risk is considered manageable, the risk can be removed entirely by routing in the western corridor.

15.2.6 Overall, a route within the western corridor is preferred from a technical perspective due to the increased risks associated with engineering complexity during both construction and maintenance, increased safety risks and risk to programme delay. The exception to this is in the West Burton area where it is technically preferred to route briefly outside of the western corridor, the reasons for this are explained at Chapter 7.7 of the Design Development Report 2025

Cost Assessment

15.2.7 The increased presence of consented renewable developments within the eastern corridor compared to the western corridor increases costs from a land rights and compensation perspective due to the need to negotiate with landowners and developers who may have already incurred capital expenditure related to their consented projects. Compensation may be required not only for restrictions on the future development potential of these projects but also to account for investments already made, such as planning, infrastructure, and preliminary construction costs.

15.2.8 In addition, the likelihood of requiring complex foundation designs and seasonal working restrictions is increased due to the eastern corridor containing a large section of Flood Zone 3, compared to the western corridor. This has the potential to increase costs and could lead to programme delays.

Environmental assessment

15.2.9 Environmental considerations were considered when assessing the eastern and western corridor options. This included consideration of: landscape, visual, cultural heritage, ecology, water environment, air quality, noise, vibration, agriculture and soils, and traffic and transport. A summary of the assessment of each of these topics regarding routeing within the eastern and western corridors is set out under the subheadings below.

Landscape and Visual

15.2.10 Neither the eastern or western corridors are subject to any landscape designations and it is considered an overhead line would remain the appropriate technology choice.

15.2.11 Routeing the proposed new overhead line within the western corridor would alter the character or perception of the landscape by introducing a new overhead line into an area of predominantly agricultural land which is unaffected by high voltage electricity infrastructure beyond long distance views to the east in the Trent Valley. In doing so it

would affect the scenic quality of the landscape and reduce perceptions of rurality and tranquillity.

15.2.12 Routeing within the eastern corridor would introduce an additional overhead line in an area already affected by existing 400kV overhead lines and it is considered this would therefore not alter the character or perception of the landscape. However, it is not feasible for the new overhead line to run in close parallel with the existing overhead lines in the Trent Valley for the duration of the route between South Wheatley and High Marnham due to the need to avoid and route around certain routeing constraints such as the villages of Sturton le Steeple, Fenton, Laneham and Ragnall, together with a number of isolated residential properties and planned development such as the Tillbridge solar farm. As a result, a triple close parallel alignment can only be achieved for the sections of the route between North Leverton with Habblesthorpe and South Leverton and between Rampton and Laneham. As such, any landscape and visual benefits associated with a continuous triple parallel alignment in this location cannot be achieved through routeing in the eastern corridor.

15.2.13 The potential for cumulative adverse impacts resulting from the introduction of an additional overhead line remains in the eastern corridor. Routeing within the western corridor would reduce the potential for adverse cumulative impacts with the existing converging and diverging overhead lines in accordance with Holford Rule 6.

15.2.14 In terms of visual appraisal the existing infrastructure within the Trent Valley is already present in many of views experienced by communities using the local Public Right of Way (PRoW) and road network within and surrounding the eastern corridor. However, pylons are not an existing key element in the views experienced by people living and moving around the settlements on the higher ground to the west.

15.2.15 Routeing within the western corridor would bring the proposed new overhead line closer to some visual receptors including receptors to the north of Sturton le Steeple, South Leverton, Woodbeck, East Drayton and Darlton.

15.2.16 Routeing within the eastern corridor would bring the proposed new overhead line closer to visual receptors including receptors to the south of Sturtlon-le-Steeple, Fenton, North Leverton and Habblesthorpe, Rampton, Laneham, Dunham, and Ragnall. Routeing the new overhead line within the eastern corridor south of Sturton le Steeple would result in this village having the new overhead line to the west and south of the village (to enable a triple close parallel alignment to the south) and the existing overhead lines to the east of the village. Existing overhead lines are already part of the local landscape, and the new overhead line would add to the number of pylons present in views from Sturton le Steeple rather than being an entirely new element, although it is acknowledged that there are no pylons in the landscape to the west of Sturton le Steeple currently. Further south within the eastern corridor, the introduction of a new overhead line would also result in the villages of Laneham and Ragnall having overhead lines to both the east and west.

15.2.17 The presence of a new overhead line within the eastern corridor in combination with the existing overhead lines and the proposed Tillbridge solar farm development would potentially lead to some significant effects on visual receptors including those around Sturton le Steeple and south of Ragnall in proximity to proposed solar farms.

Cultural Heritage

15.2.18 Routeing within both the eastern and western corridors would potentially impact the Grade I Listed St Helen’s Church and associated scheduled remains in South Wheatley.

Routeing within the eastern corridor would introduce a new overhead line on the approach to and from Sturton le Steeple from the south which include views of the Grade II* Listed Church of St Peter and St Paul.

15.2.19 Routeing within the western corridor would bring the new overhead line closer to the Grade II* Listed North Leverton Windmill, though there may be opportunity to reduce potential effects on this cultural heritage asset by taking a more westerly route within the western corridor. A route within the eastern corridor would also bring the new overhead line closer to the Grade I Listed Church of All Saints at Rampton and the Grade II* Listed Church of St Leonard at Ragnall.

15.2.20 Both the eastern and western corridors pass Wimpton Moor Medieval Village and Moated Site scheduled monument and routeing would have the potential to affect setting. However, routeing within the eastern corridor also besets the views between the former medieval village and its nearest medieval settlement of Ragnall.

15.2.21 Routeing within the western corridor would bring the new overhead line closer to the Grade II* Listed Church of St Giles in Darlton.

15.2.22 There is the potential for the Project to have adverse impacts on the setting of heritage assets, however, such impacts could be minimised by careful routeing of the overhead line and siting of pylons.

15.2.23 A route within the eastern corridor would also surround the historic settlements of Laneham and Ragnall which currently have the existing overhead lines to their east.

Water Environment

15.2.24 Routeing within the western corridor would require the crossing of several watercourses. The western corridor is primarily located within an area of low flood risk (Flood Zone 1) and is subject to a low risk of flooding from surface water sources.

15.2.25 Routeing within the eastern corridor would cross through the flood plain of the River Trent which is at higher risk of flooding (Flood Zone 3). This area has experienced flooding in the recent past and the eastern corridor also crosses a larger number of watercourses than the western corridor.

15.2.26 National Grid own and operate existing overhead lines within the Trent Valley and areas of higher risk of flooding. Whilst the likelihood of flooding does not prevent construction, operation and maintenance of overhead line infrastructure, it does introduce additional challenges and risks which must be considered when planning new infrastructure. These challenges are discussed further under the ‘technical assessment’ heading above.

Other environmental considerations

15.2.27 Wider considerations included impact on air quality, noise, vibration, agriculture and soils. Initial assessments concluded that there was no significant or material differentiating factors between the two corridors for these environmental disciplines. Careful consideration for these disciplines will be required to inform identification of a preferred alignment.

Socio-economic assessment

15.2.28 The Socio-economic considerations, including communities, businesses, aviation, solar energy and rights of way were considered for both corridor options. Both corridors avoid impacting communities directly but do have community facilities within 500m.

15.2.29 The western corridor passes within 500m of the villages of Sturton le Steeple, South Leverton, Woodbeck, East Drayton and Darlton. The eastern corridor passes within 500m of Sturton le Steeple, Fenton, North Leverton and Habblesthorpe, Rampton, Laneham, Dunham and Ragnall. There are a number of community facilities within approximately 500m of each corridor including churches, villages halls, North Leverton Surgery and a number of primary schools. Whilst both corridors avoid communities there are two more communities in closer proximity to the eastern corridor than the wester corridor.

15.2.30 There are business, recreation and tourism facilities within the study area of both corridors, North Leverton Windmill is a consideration for the western corridor and Foxcovert Fisheries and Caravan Park at Laneham, Wild Acre Village at Rampton and a planning application for Dalton Road Holiday Lodges near Dunham are a consideration for the eastern corridor.

15.2.31 The western corridor is located in proximity to a number of unlicenced airstrips, including West Burton Airstrip, Darlton Gliding Club, Headon Airfield, Forwood Farm and Grove Farm. The eastern corridor is located further from the majority of these airstrips with the exception of West Burton Airstrip.

15.2.32 National Grid has engaged with each of these airstrips to understand more information regarding their operations, uses and to gather feedback through public consultation. The airstrips range from personal use only to commercial use, including flight training schools. Some of these airstrips have ancillary uses such as caravan sites.

15.2.33 It is not currently considered there would been a need for the majority of these unlicensed airstrips to cease operations with either corridor option. However, it is acknowledged that from an aviation perspective the eastern corridor would be preferable as it increases overall distance from the majority of these unlicenced airstrips.

15.2.34 There are a range of solar energy applications and projects.

15.2.35 The proposed Steeples Renewables solar farm interacts with both the eastern and western corridors, though following engagement with this developer it is understood there would be a greater impact as a result of routeing within the eastern corridor. The proposed Wood Lane solar farm interacts with both corridors though could potentially be avoided by routeing within the eastern corridor subject to detailed routeing work. Both the eastern and western corridors interact with the proposed One Earth solar farm.

15.2.36 A route within the eastern corridor may interact with the proposed Trent Valley BESS development and the proposed Tillbridge solar farm. Both would be avoided entirely by a route within the western corridor.In summary, the western corridor would result in direct effects on Steeples Renewables and One Earth while the eastern corridor would result in direct effects on Steeples Renewables, Wood Lane Solar, (potentially) Trent Valley BESS and One Earth Solar.

15.2.37 There are a similar number of PRoW and recreational routes crossing the two corridors.

Traffic and transport

15.2.38 As the river Trent runs to the east, effectively all traffic associated with construction has to come from the west, south and north therefore, the eastern corridor has the potential to result in additional construction impacts on the villages of North Leverton, South Leverton, Sturton le Steeple, Rampton, and Laneham.

15.2.39 As the eastern corridor is further from the main access routes to the west there is the potential for a greater impact from construction traffic through these settlements, therefore a route within the western corridor would be preferable to minimise traffic impacts. Detailed consideration will need to be given to the identification of construction access routes and construction compounds in identifying a preferred alignment for the new overhead line.

Overall corridor decision between South Wheatley to High Marnham

15.2.40 Further technical and environmental assessment work, together with feedback from both 2023 and 2024 consultations has informed a Project decision on the overall preferred corridor between South Wheatley and High Marnham.

15.2.41 The eastern and western corridors present different challenges and opportunities for a number of environmental and socio-economic topics as summarised above. Neither the eastern nor western corridors are considered to be unfeasible.

15.2.42 Consultation feedback from both the non-statutory consultation and localised non-statutory consultation commented on a range of local features and noted concerns associated with the eastern and western corridors. Feedback from both consultations is summarised and responded to in the non-statutory consultation feedback report. No feedback received during either consultation provided information to suggest a route within either the eastern or western corridors between South Wheatley to High Marnham would be unfeasible and no clear preference emerged.

15.2.43 Whilst it is recognised there are landscape and visual opportunities to reduce potential effects by routeing within the eastern corridor, largely due to the existing baseline being defined by the presence of existing energy transmission infrastructure, in the absence of landscape designations in either eastern or western corridors it is considered that routeing a new overhead line in either corridor would comply in principle with relevant landscape and visual planning policy.

15.2.44 To realise the full benefits of routeing closer to the existing overhead lines in the Trent Valley, thereby keeping new and existing infrastructure within the same corridor it would be necessary to close parallel with the existing overhead lines for the duration. Due to the need to accommodate sufficient stand-off distance from the existing overhead lines and the presence of a number of existing villages, isolated residential properties and features to the west of the existing overhead lines, a triple close parallel alignment can only be achieved for the sections of the route between North Leverton with Habblesthorpe and South Leverton and between Rampton and Laneham.

15.2.45 It is concluded that routeing within the western corridor would help to avoid the potential for adverse cumulative impacts with the existing converging and diverging overhead lines as originally concluded in the CPRSS 2023 and in accordance with Holford Rule 6.

15.2.46 When considering flood risk the western corridor is preferred as this avoids an extensive area at high risk of flooding within in the eastern corridor. A route within the western corridor also presents an opportunity to limit traffic impacts during construction as the

eastern corridor is further from the main access routes to the west there is the potential for a greater impact from construction traffic through a number of settlements.

15.2.47 Whilst there was a combination of factors including benefits and disbenefits of both the eastern and western corridors from an environmental and socio-economic perspective, it is considered a route within the western corridor remains feasible and policy compliant. In addition, some potential environmental impacts are 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 with the western corridor by avoiding routeing through Flood Zones and routeing closer to main access routes to the west.

15.2.48 It is acknowledged that a route within the eastern corridor would keep the new overhead line further east from designated sites including Treswell Wood SSSI and Local Nature Reserve (LNR). However, it is not considered a route within the western corridor would lead to significant adverse effects on the SSSI. National Grid will continue to engage with relevant consultees such as Natural England regarding any potential impacts on ecological designated sites and discuss any mitigation which may be required.

15.2.49 It is also recognised that a route within the eastern corridor would be preferred by the operators of a number of unlicenced grass airstrips. National Grid, with the support of a specialised aviation advisor, will continue to engage with aviation interests as the Project develops to understand and discuss remaining concerns.

15.2.50 Overall, a route within the western corridor is preferred from a technical perspective due to the increased risks associated with engineering complexity during both construction and maintenance, increased safety risks and high risk to programme delay. The exception to this is in the West Burton area where it is technically preferred to route briefly outside of the western corridor.

15.2.51 Routeing in the eastern corridor has the potential to introduce additional costs due to the increased likelihood of requiring complex foundation designs and seasonal working restrictions due to the eastern corridor containing a large area of Flood Zone 3.

15.2.52 Routeing within the eastern corridor is also likely to result in increased interactions with third party developments, including a number of planned or consented solar farms which could result in increased compensation costs. Where possible and subject to consideration of other constraints and factors, it is preferable to avoid or minimise interactions with third party developments.

15.2.53 National Grid develops its projects in accordance with its statutory duties under the Electricity Act 1989 to be economic, efficient and have regard to the environment and amenity and national planning policy. On balance it is considered the western corridor is preferred and would best meet National Grid's duties and obligations.

15.2.54 Overall, the western corridor emerging preferred corridor (i.e. emerging preferred corridor as presented during the non-statutory consultation 2023) is considered to offer the most appropriate balance between environmental, socio-economic, technical and cost considerations.

15.3 Eastern corridor

Table 15.1 - Eastern corridor - Summary Table

Ref no	Summary of Matters Raised (summary)	National Grid's Response
Air Quality		
15.3.1	• Concern that the operation and construction of the overhead lines will result in increased air pollution.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Construction		
15.3.2	• The access routes for construction traffic to the construction area need to be carefully considered to reduce any negative impacts • Negative impact on infrastructure in the local area during the construction period / Large vehicles not suitable for local roads / Local roads can't handle construction, agricultural and commuter traffic / Construction will be disruptive / Construction will cause access problems for residents	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We continue to consider construction impacts across the Project and National Grid, as part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. National Grid is committed to engaging with residents and stakeholders throughout the lifecycle of the Project. During the statutory consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.
15.3.3	• Concern regarding damage to properties as a result of drilling, vibration and traffic movements • National Grid should provide further information about mitigating the impacts of construction	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We continue to consider construction impacts across the Project and National Grid will be undertaking an Environmental Impact Assessment (EIA) to assess the impact of the Project and will identify any need for additional mitigation if required. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.4	• Concern about the impact of construction compounds on nearby residents. • Concerns regarding the Project's impact on communities in the local area during the construction period	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		We continue to consider construction impacts across the Project and National Grid are undertaking an Environmental Impact Assessment (EIA) to assess the impact of the Project and will identify any need for additional mitigation if required. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Consultation		
15.3.5	• Concern that responses will not have a material impact on the design. • National Grid must listen to feedback received at consultation.	National Grid has a statutory duty to listen to feedback throughout the consultation process. Before the localised non-statutory consultation commenced, we prepared a Consultation Strategy (July 2024). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. The localised non-statutory consultation was undertaken in accordance with this. Before statutory consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. All the feedback received during the stage one non-statutory consultation has been read and has been, and will continue to be, considered in how we develop our proposals further. All feedback received to the stage one non-statutory consultation has been reviewed by the Project team and National Grid's responses to consultation feedback are published in this Non-Statutory Consultation Feedback Report. Where feedback has influenced the design of the Project this has also been included. The Design Development Report (DDR) 2025 prepared in support of the statutory consultation provides a detailed commentary of how consultation responses have been considered in the development of the Project's design.
15.3.6	• Concern that consultation materials were biased • Consultation materials were misleading / pictures were misleading / did not show the full picture.	Whilst further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision, it continues to be important to National Grid to consider all feedback received through the non-statutory consultation events. A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the next consultation and balance this with the scale of the Project. In addition to this, National Grid held a total of 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks. National Grid also held 2 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
15.3.7	• Concern that the consultation materials were not clear / difficult to understand / difficult to read / design not clear / too technical / inaccessible for average reader	A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent consideration' to our proposals. These materials related to the localised non-statutory 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. National Grid seeks to provide sufficient detail within its consultation materials to explain the Project and work undertaken to date to enable informed feedback to be provided. We recognise that some materials contain more technical information and therefore published an Addendum to the Project Background Document as part of our consultation to provide an accessible and concise summary of our proposals and work undertaken to date. Where more detailed reports are produced, we seek to provide executive summaries and ensure a clear contents page is provided to help direct the reader to the section of the report relevant to them. 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

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		requested them during and following events. We will review how we can present materials at the next consultation and balance this with the scale of the Project. In addition to this, National Grid held a total of 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks. National Grid also held 2 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
15.3.8	• Consultation materials were difficult to locate / difficult to access online resources / difficult to find relevant information.	Whilst further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision, it continues to be important to National Grid to consider all feedback received to inform future consultation. National Grid seeks to provide sufficient detail within its consultation materials to explain the Project and work undertaken to date to enable informed feedback to be provided. We recognise that some materials contain more technical information and therefore published an Addendum to the Project Background Document as part of our consultation to provide an accessible and concise summary of our proposals and work undertaken to date. Where more detailed reports are produced, we seek to provide executive summaries and ensure a clear contents page is provided to help direct the reader to the section of the report relevant to them. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the next consultation, including maps, and balance this with the scale of the Project. A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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. In addition to this, National Grid held a total of 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks. National Grid also held 2 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
15.3.9	• Consultation materials were clear / well-presented / detailed / useful / helpful	National Grid notes this feedback.
15.3.10	• Design options cause community division	National Grid's consultation sought to receive feedback on proposals at an early stage. It was not the intention to incite community division. These proposals involve a degree of optionality, in order to allow local and specialist stakeholders to provide us with their knowledge and have their say on outline plans. Receiving and considering this feedback, National Grid can review and update the route in line with the feedback and knowledge received throughout this process.
15.3.11	• Further information required/ not enough information to respond	Project documents were available online throughout the localised non-statutory consultation period (and remain available on the Project website) and were deposited in four public information points around the area for stakeholders to examine and some available to take away. Materials made available were the Addendum to the Project Background Document: to provide an overview of the Project,

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		Supplementary Corridor and Routeing Study 2024: a detailed report on how the eastern corridor was identified and the graduated swathe has been developed, between South Wheatley and High Marnham, explaining also the reasons for identifying and consulting upon the eastern corridor Consultation newsletter: high-level description of proposals and invite to consultation events Maps and plans of the eastern corridor in between South Wheatley and High Marnham Feedback form: including an online version to provide feedback and a downloadable PDF copy. In addition to this, National Grid held a total of 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks. National Grid also held 2 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions. The Project team were available and continue to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
15.3.12	• National Grid must clearly justify their choice of preferred corridors. • National Grid should have consulted on more than one option.	The findings and justifications for the selection of the corridor which has been presented at the localised non-statutory consultation can be found in the Supplementary Corridor Routeing Report (SCRR) 2024 available on our Project website and presented as part of the localised non statutory consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision.
15.3.13	• National Grid must undertake further engagement with local communities/landowners/stakeholders throughout the design-development process.	Whilst further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification, as the Project design progresses we will be undertaking further engagement with local communities and landowners within the primary and secondary consultation zones of the emerging route alignment. National Grid is committed to working closely with communities, land and property owners and occupiers to understand and mitigate the effects of the Project on their activities. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, which will assess the Project's impact on the local area, its communities and the residents. Where significant effects are anticipated on residential receptors, that cannot be avoided through routeing, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. If communities and landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
15.3.14	• National Grid should have mailed materials to residents / provided hard copies of the materials to residents. • National Grid should have used a larger mailing zone. • National Grid should have consulted across a wider consultation zone	Prior to the localised non-statutory consultation commencing, we prepared a Consultation Strategy (July 2024). This document set out how we were planning to consult on the Project. We shared this in draft with the host Local Authorities who provided us with comments (see Appendix H) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (2024) is available in Appendix H and the 2024 localised non-statutory consultation was undertaken in accordance with this. The consultation zone for the Project covered the Project corridor and, as a minimum, an area of 1km either side of the eastern corridor. A newsletter was sent to all addresses within this zone, approximately 2100 addresses, introducing the consultation. National Grid made all consultation materials available via the Project website, which were available to view and download at any time. In addition to this, a total of 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks, where consultees could view hard copy versions of our

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		consultation materials, and ask our Project team questions. National Grid also placed copies of a number of hard-copy versions of our documents in 4 information points across the length of the eastern corridor. At these points, consultees were able to take away copies of our consultation newsletter and feedback form, and could view hard-copies of our larger documents, including the Addendum to the Project Background Document, SCRR and Strategic Options Report (SOR). Consultees were also able to request hard copy versions of our documents by contacting the Project team using the Project contact details.
15.3.15	• National Grid should have provided further notice of the consultation / consultation events • National Grid should have undertaken further publicity for the consultation and its events / should publicised wider / should have used more publicity channels • National Grid should have undertaken more events/ undertaken events in more villages	Prior to the localised non-statutory consultation commencing, we prepared a Consultation Strategy (July 2024). This document set out how we were planning to consult on the Project. We shared this in draft with the host Local Authorities who provided us with comments (see Appendix H) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (July 2024) is available in Appendix H and the 2024 localised non-statutory consultation was undertaken in accordance with this. All events and webinars were advertised on the website from 9 July 2024 and in the Project Newsletter, delivered to approximately 2100 addresses at the start of the localised non-statutory consultation period, in advance of the first face to face event on 12 July 2024 and first webinar on 19 July 2024. This was supported by newspaper and digital advertising from 4 July, which included the use of social media advertising.
	• National Grid's staff at events were not very helpful / did not answer questions / were uninformed.	The localised non-statutory consultation was at preliminary stage of Project development. It was important to us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out on a project alignment. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's current status and stage through the iterative design process (National Grid's Approach to Consenting). 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 are engaged with the Project daily and therefore well placed to answer any questions that may arise.
15.3.16	• Staff at events were helpful / useful / answered questions. • Support for the consultation process / consultation that has taken place	National Grid note this feedback.
15.3.17	• Swathe unhelpful / too wide to comment.	Consultation feedback from our stage one non statutory consultation and the backcheck and review of our previous work informed the decision to undertake an exercise to identify and consider an eastern corridor option for the section of the Project between South Wheatley and High Marnham. The outcome of this exercise is shown by the use of a 'graduated swathe' with coloured shading of varying intensity to indicate areas more likely (darker colour) or less likely (lighter colour) to be the location of the proposed Project infrastructure. To identify the eastern corridor, we have had regard to local sites and features, including residential properties, woodlands, areas of ecological importance and existing infrastructure. We have undertaken desk-based environmental and technical assessments of the eastern corridor and information on this was presented within the Supplementary Corridor and Routeing Report (SCRR) (2024) which formed part of our localised non-statutory consultation documents to support understanding of the graduated swathe.
15.3.18	• The consultation period should have been longer	Prior to the localised non-statutory consultation commencing, we prepared a Consultation Strategy (July 2024). This document set out how we were planning to consult on the Project. We shared this in draft with the host Local Authorities who provided us with comments (see Appendix H) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (July 2024) is available in Appendix H and the 2024 localised non-statutory consultation was undertaken in accordance with this.
15.3.19	• The consultation should have been more inclusive of people who do not have internet access	Prior to the localised non-statutory consultation commencing, we prepared a Consultation Strategy (July 2024). This document set out how we were planning to consult on the Project. We shared this in draft with the host Local Authorities who provided us with comments (see Appendix H) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (2024) is available in Appendix H and the localised non-statutory consultation was undertaken in accordance with this.

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		The consultation zone for the Project covered the Project corridor and, as a minimum, an area of 1km either side of the eastern corridor. A newsletter was sent to all addresses within this zone, approximately 2100 addresses, introducing the consultation and providing details of consultation events, deposit locations and webinars. Whilst National Grid did make all consultation materials available via the Project website, which were available to view and download at any time, we also held a total of 3 face-to-face events along the proposed route which were held during the localised non-statutory consultation period of 4 weeks. Consultees could view hard copy versions of our consultation materials, and ask our Project team questions. National Grid also placed copies of a number of hard-copy versions of our documents in 4 information points across the length of the eastern corridor. At these points, consultees were able to take away copies of our consultation newsletter and feedback form, and could view hard-copies of our larger documents, including the Addendum to the Project Background Document, Supplementary Corridor Routeing Report and Strategic Options Report. Consultees were also able to request hard copy versions of our documents by contacting the Project team using the Project contact details.
Design (general/non location specific)		
15.3.20	• Suggestion that the overhead lines should be located to the east of existing pylons • Suggestion that the overhead lines be routed as to the east of the proposed corridor.	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). Appendix A to the SCRR provides a summary of the appraisal relating to possible alignments east of the existing overhead transmission lines within in the Trent Valley. This appraisal had regard to the effects, technical complexity and significant additional costs that would likely result when considered in the context of available alternatives, relevant policy tests and National Grid's statutory duties. The overall conclusion is that routeing to the east of the existing transmission lines within 'CPRSS 2023 Corridor 3' would potentially result in significant visual effects upon settlements within the Trent Valley and effects upon the settings of cultural heritage assets. Many of the sections of cables required, together with the associated secure compounds would be located within Flood Zone 3 in the Trent Valley. Given the availability of alternative designs and the sensitivity to flooding of the equipment involved in the use of underground cables, it is unlikely that a strong case could be made for development of Sealing End Compounds and the associated permanent access roads within the identified Flood Zone when the sequential test is applied. The introduction of one or more sections of underground cable would add technical complexity and risk to the construction and operation of the new route and dependent upon the configuration could add hundreds of millions of pounds to the overall capital costs of the Project. National Policy Statement (NPS) EN-5 makes clear that "the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)". EN-5 also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. Whilst National Grid may adopt underground cables in other circumstances such as to cross existing 400kV overhead line infrastructure as considered within this appraisal. National Grid has a statutory duty to develop proposals that are economic and efficient. Given the high additional costs associated with underground cables required to route to the east of the existing lines, and the anticipated ability to secure a DCO for a wholly overhead line route to the west of the existing lines, options to the east of the lines have not been taken forward. This conclusion has helped inform the design progression of the eastern corridor and the graduated swathe.
15.3.21	• Suggestion that the overhead lines should be located alongside existing overhead lines.	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR) which provides detail on the 'close parallel' opportunities and constraints within the eastern corridor. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.22	• Suggestion that the overhead lines should be located on the eastern paths within the swathe to avoid existing and planned development.	Existing and planned development have been taken into account when considering the eastern corridor and the graduated swathe. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.23	• The project should utilise existing infrastructure such as power stations to minimise overall visual impact	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

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		justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in the Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.24	• Suggestion that the overhead lines should be located as far west of the swathe as possible to avoid populated areas and reduce their visual impact	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.25	• Overhead lines should be routed underground • Suggestion that long term benefits of undergrounding outweigh short term benefits of the overhead lines.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. 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. We may also adopt underground cables in other circumstances to overcome engineering challenges. Based on our assessments to date, there are insufficient policy justifications to use underground cabling across this Project. National Grid has taken into consideration comments made to date in the development of the Project (as provided in this document) and will continue to engage with the relevant stakeholders and members of the public prior to the submission. We will continue to backcheck and review our proposals including alternative designs in response to feedback and technical assessment as the Project develops.
15.3.26	• National Grid should consider alternative options / should re-assess alternative options in detail to find alternative.	National Grid has presented the identification of the eastern corridor as a potential strategic option for routeing and siting of the Project in the published Addendum to the Project Background Document and Supplementary Corridor Routeing Report (SCRR) published to support the localised non-statutory consultation. 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 with national policy and guidance which we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid will continue to engage with the relevant stakeholders and members of the public prior to the submission of the DCO and we will continue to backcheck and review our proposals including alternative designs in response to feedback and technical assessment as the Project develops.
15.3.27	• The overhead lines should be routed around residential properties / populated areas / homes / businesses / farms.	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. National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns. It has sometimes been suggested that minimum distances between

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	• Suggestion that overhead lines should be routed in open space	properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity, where possible. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.28	• Suggestion that the • proposed route contravenes The Holford Rules • Suggestion that the Holford Rules and/or Horlock rules must be followed	Deciding where and how to build new high voltage electricity lines is a complex issue. National Grid has considered the Holford Rules during the development of the Project which is presented within the Corridor Preliminary Routeing and Siting Study (CPRSS) (2023), and the Supplementary Corridor Routeing Report (SCRR) (2024). Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.29	• Existing infrastructure should be upgraded / reinforced instead.	The strategic need for the Project was presented within the Addendum to Project Background Document 2024 as part of the localised non-statutory consultation. The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network, as well as network reinforcements.
15.3.30	• Support for the proposed eastern corridor/routeing of the overhead lines.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.31	• Opposition for the proposed eastern corridor/routeing of the overhead lines.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.32	• Suggestion that the new overhead lines should be routed under the River Trent.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We have assessed a strategic option that involves cabling the whole route and this is significantly more expensive than the chosen option for a proposed overhead line. A full evaluation of lifetime costs for each alternative strategic option can be found in the Strategic Options Report (SOR) 2023. The SOR concludes that an overhead line provides the best balance between capital cost, network capacity, environmental and socio-economic impacts and lifetime operating costs for the transmission of high levels of power. Notwithstanding the conclusions of the SOR, laying cables specifically within the River Trent (especially for an extended distance, not just a crossing) would also come with a range of engineering and environmental challenges both during construction stage and through the long term operation and maintenance of the cables. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality.

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15.3.33	• Overhead lines should be routed offshore/subsea.	The strategic need for the Project was presented within the Addendum to Project Background Document 2024 as part of the localised non-statutory consultation, for further information on the strategic options evaluated to meet the needs of the Project and why National Grid are proposing to take forward an overhead line as the preferred strategic option consultees were directed to the Strategic Options Report (SOR) 2023. As set out in the SOR, five different options were considered to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore. The appraisal considered the technical, socio-economic, environmental, and cost implications of each option. Following this assessment, the option to route a new overhead line connection between a new substation near Creyke Beck and a new substation at High Marnham was selected as the preferred option that delivers best value for consumers and minimises the infrastructure that we need to build.
15.3.34	• Suggestion that overhead lines should be routed on lower ground and avoid higher ground	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.35	• Overhead lines should not extend over the top of existing properties.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.36	• Suggestion that the new overhead line follow a direct route, which would shorten the overhead lines and reduce their impact.	As part of the design process, we seek to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. Where appropriate, National Grid will seek to take the shortest and 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. However, this is just one of a number of factors that are considered in the routeing of overhead lines, where it is often appropriate to diverge from the most direct route to reduce impact on a variety of different receptors. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.37	• National Grid should avoid encircling villages/ properties	Where possible National Grid has sought to avoid the encirclement of properties and villages through careful routeing and siting. In certain locations, the presence of constraints and environmental features means that this cannot be avoided. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce potential effects which will also consider the potential for effects arising from close paralleling new overhead lines with existing overhead lines. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Design (location specific feedback)		
15.3.38	• Questions 2a-2e sought consultees feedback on their preferences for routeing within the graduate swathe within the eastern corridor	National Grid has considered all feedback in response to questions 2a-2e and this is presented in Section 13.3 of the Non-Statutory Consultation Feedback Report. A quantitative analysis is presented alongside a summary of the reasons why a path was preferred by the consultee.
15.3.39	• Concerns the proposed eastern corridor overlaps with the Order Limits for proposed DCO Solar Projects	Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders, including Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms. We will

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		work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.40	• Suggestion that the overhead line should be routed to the east of Laneham and Ragnall and the west of Dunham.	The option of routeing to the east, outside of the eastern corridor, was presented as part of the localised non-statutory consultation within the Supplementary Corridor and Routeing Report 2024 (SCRR) which contains justification highlighting issues with closely paralleling existing lines in this location. At the required stand-off from the existing OHL (150m), close paralleling would not be feasible without oversailing properties in Laneham. A long span would be required were the OHL to oversail properties in Laneham, thus requiring taller towers to maintain required clearances. If existing lines are diverted to the east to accommodate the new overhead line, the existing lines would be pushed much closer to the Church in Laneham. This also involves technical complexity and cost. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.41	• Suggestion that the Torksey Carboot & Markets site should be considered for tree planting	Comment noted. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. The Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
15.3.42	• Suggestion that the overhead line should be situated on the western side of the graduated swathe at Sturton-le-Steeple to avoid residential property.	This request has been considered by National Grid when developing the eastern corridor option and the graduated swathe. Following further technical and environmental review complexities to routeing were found associated with the crossing of the Wood Lane solar farm and the existing NGED 132kV overhead line which add technical challenge and cost to the Project. There are also concerns around the proximity to the Grade I listed Church of St Helen through routeing in this location. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.43	• Suggestion that the overhead line should be routed in parallel with existing lines at Sturton le Steeple.	The option of routeing to the east, outside of the eastern corridor, was addressed in the Supplementary Corridor and Routeing Report 2024 (SCRR) presented as part of the localised non-statutory consultation, which contains an assessment of the opportunities and constraints of a 'close parallel' in this location. The key issues arising are the oversailing of properties that would be introduced at the required 150m stand-off and the technical complexity and cost of diverting the existing overhead lines further east to create space for the new overhead line. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.44	• Suggestion that the overhead line should be routed to the east of existing lines	The edge of the eastern corridor as presented within the localised non-statutory consultation is as close as possible to the existing overhead lines; it cannot be placed any closer due to the required 150m stand-off. The eastern edge of the graduated swathe is the closest possible route due to

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	between West Burton, Cottam and High Marnham	existing cabling routes from various solar developments which hold Development Consent Orders and associated planning consents which, which impact routeing flexibility in this location. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.45	• Suggestion that the eastern swathe should be extended further east towards the existing power lines. The line should then be routed in a south south easterly direction, east of Habblesthorpe and towards Cottam Substation.	The edge of the eastern corridor as presented within the localised non-statutory consultation is as close as possible to the existing overhead lines; it cannot be placed any closer due to the required minimum 150m stand-off to enable construction and maintenance activities. With two existing lines already in place, adding a third line close to them would constrain maintenance access to the central line. The greater (150m) stand-off ensures sufficient space for maintenance activities on at least one side off the central line. This is outlined in the Corridor Preliminary Routeing and Siting Study (CRPSS). Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.46	• Suggestion that the new overhead line should be situated in close parallel with the existing lines at Laneham.	This request has been considered by National Grid and was presented in Appendix A of the Supplementary Corridor and Routeing Report (SCRR) (2024) presented as part of the localised non-statutory consultation. Close paralleling at the required 150m stand-off would not be feasible without oversailing properties in the village of Laneham. The alternative of diverting the existing overhead lines to the east to create space introduces technical complexity and cost. With two existing lines already in place, adding ang a third line close to them would constrain maintenance access to the central line. The greater (150m) stand-off ensures sufficient space for maintenance activities on at least one side of the central line. This is outlined in the Corridor Preliminary Routeing and Siting Study (CRPSS).aOur further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.47	• Suggestion that the new overhead line should be routed to the east at Laneham.	This request has been considered by National Grid and was presented in Appendix A of the Supplementary Corridor and Routeing Report (SCRR) (2024) as part of the localised non-statutory consultation. Close paralleling at the required 150m stand-off would not be feasible without oversailing properties in the village of Laneham. The alternative of diverting the existing OHLs to the east to create space introduces technical complexity and cost. With two existing lines already in place, adding a third line close to them would constrain maintenance access to the central line. The greater (150m) stand-off ensures sufficient space for maintenance activities on at least one side of the central line. This is outlined in the Corridor Preliminary Routeing and Siting Study (CRPSS). Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation
15.3.48	• Suggestion that the overhead lines should be moved further east at Ragnall and undergrounding should be considered in this location.	This request has been considered by National Grid and was presented in Appendix A of the Supplementary Corridor and Routeing Report (SCRR) (2024) as part of the localised non-statutory consultation. National Grid has considered underground cabling as part of the Project's design. In this location the proposed eastern route would fall within a flood zone, making it a less viable option. The request for localised undergrounding would necessitate the construction of two Cable Sealing End (CSE) compounds to the north and two to the south, two of which would be within flood zones, which would complicate the Project and introduce additional risks to the Project. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.49	• Suggestion that the overhead lines should be routed to the eastern edge	Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	within the graduated swathe in the vicinity of Rampton Village	justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.50	• Suggestion that the overhead line should be routed to the east of the existing twin parallel lines past North Leverton rather than in the gap between the eastern edge of North Leverton and the existing overhead power lines.	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). Appendix A to the SCRR provides a summary of the appraisal relating to possible alignments east of the existing overhead transmission lines within (CPRSS Corridor 3). This appraisal had regard to the effects, technical complexity and significant additional costs that would likely result when considered in the context of available alternatives, relevant policy tests and National Grid's statutory duties.tThe overall conclusion is that routeing to the east of the existing transmission lines within CPRSS 2023 'Corridor 3' would potentially result in significant visual effects upon settlements within the Trent Valley and effects upon the settings of cultural heritage assets. Many of the sections of cables required, together with the associated secure compounds would be located within Flood Zone 3 in the Trent Valley. Given the availability of alternative designs and the sensitivity to flooding of the equipment involved in the use of underground cables, it is unlikely that a strong case could be made for development of Cable Sealing End (CSE) Compounds and the associated permanent access roads within the identified Flood Zone when the sequential test is applied. The introduction of one or more sections of underground cable would add technical complexity and risk to the construction and operation of the new route and dependent upon the configuration could add hundreds of millions of pounds to the overall capital costs of the Project. National Policy Statement (NPS) EN-5 makes clear that "the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)". EN-5 also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. National Grid has a statutory duty to develop proposals that are economic and efficient. Given the high additional costs associated with underground cables required to route to the east of the existing lines within this section of the route, and the anticipated ability to secure a DCO for a wholly overhead line route to the west of the existing lines, options to the east of the lines have not been taken forward. This conclusion has helped inform the design progression of the eastern corridor. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.51	• Suggestion that the route is too close to Rampton Village and that the pylons should be positioned on the River Trent side of the existing lines, potentially crossing the river to maintain a straighter path.	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). Appendix A to the SCRR provides a summary of the appraisal relating to possible alignments east of the existing overhead transmission lines within CPRSS Corridor 3. This appraisal had regard to the effects, technical complexity and significant additional costs that would likely result when considered in the context of available alternatives, relevant policy tests and National Grid's statutory duties. The overall conclusion is that routeing to the east of the existing transmission lines within CPRSS 2023 'Corridor 3' would potentially result in significant visual effects upon settlements within the Trent Valley and effects upon the settings of cultural heritage assets. Many of the sections of cables required, together with the associated secure compounds would be located within Flood Zone 3 in the Trent Valley. Given the availability of alternative designs and the sensitivity to flooding of the equipment involved in the use of underground cables, it is unlikely that a strong case could be made for development of Sealing End Compounds and the associated permanent access roads within the identified Flood Zone when the sequential test is applied. The introduction of one or more sections of underground cable would add technical complexity and risk to the construction and operation of the new route and dependent upon the configuration could add hundreds of millions of pounds to the overall capital costs of the Project. National Policy Statement (NPS) EN-5 makes clear that "the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)". EN-5 also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. National Grid has a statutory duty to develop proposals that are economic and efficient. Given the high additional costs associated with underground cables required to route to the east of the existing lines within this section of the route, and the anticipated ability to secure a DCO for a wholly overhead line route to the west of the existing lines, options to the east of the lines have not been taken forward. This conclusion has helped inform the design progression of the eastern corridor. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
15.3.52	• Suggestion that the overhead lines are routed further East than the proposed swathe at Torksey Street in Rampton.	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). Appendix A to the SCRR provides a summary of the appraisal relating to possible alignments east of the existing overhead transmission lines within CPRSS Corridor 3. This appraisal had regard to the effects, technical complexity and significant additional costs that would likely result when considered in the context of available alternatives, relevant policy tests and National Grid's statutory duties. The overall conclusion is that routeing to the east of the existing transmission lines within CPRSS 2023 'Corridor 3' would potentially result in significant visual effects upon settlements within the Trent Valley and effects upon the settings of cultural heritage assets. Many of the sections of cables required, together with the associated secure compounds would be located within Flood Zone 3 in the Trent Valley. Given the availability of alternative designs and the sensitivity to flooding of the equipment involved in the use of underground cables, it is unlikely that a strong case could be made for development of Cable Sealing End (CSE) compounds and the associated permanent access roads within the identified Flood Zone when the sequential test is applied. The introduction of one or more sections of underground cable would add technical complexity and risk to the construction and operation of the new route and dependent upon the configuration could add hundreds of millions of pounds to the overall capital costs of the Project. National Policy Statement (NPS) EN-5 makes clear that "the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)". EN-5 also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. Whilst National Grid may adopt underground cables in other circumstances such as to cross existing 400kV overhead line infrastructure as considered within this appraisal. National Grid has a statutory duty to develop proposals that are economic and efficient. Given the high additional costs associated with underground cables required to route to the east of the existing lines within Section 10 of the route, and the anticipated ability to secure a DCO for a wholly overhead line route to the west of the existing lines, options to the east of the lines have not been taken forward. This conclusion has helped inform the design progression of the eastern corridor. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.53	• Suggestion that the pylons should either be painted green or built from green metal to reduce visual impacts.	The pylons are grey as a standard because they are viewed against the backdrop of the sky and existing structures (in most locations). Green pylons would be more visually intrusive in this location. a Project decision has been made, informed through further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation to not route within the eastern corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.54	• Suggestion to route the overhead lines along the disused rail corridor from Cottam to Leverton	Undergrounding a high-voltage cable is much more complex compared to lower voltage cables. There are technical complexities and space constraints associated with using the rail line for cabling, the required construction space for the cables is approximately 120 meters, but the available width of the rail corridor is only around 8 meters. It would be difficult to accommodate the 120 meters given the existing structures and constraints, including bridges and cuttings. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.55	• Suggestion that the overhead line should take an alternative route. The route suggested is: Western route - where the eastern swathe western boundary, turns east above North Leverton and continues South.	The suggested route is outside of the eastern corridor, which does not provide opportunities to route in parallel with the existing 400kV overhead lines in the Trent Valley. This suggestion was evaluated and discounted following our non-statutory consultation on the emerging preferred 'western' corridor as assessment of the route option determined that there was potential for significant disruptions to the Wood Lane solar farm and the requirement to cross an existing 132kV power line added technical complexity and risk to the Project. Additionally, this proposed route would necessitate crossing the nearby railway line at an angle greater than 75 degrees, which is contrary to Network Rail specifications. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.56	• Suggestion that the overhead lines should be going around the eastern side of East Drayton and head to the western side of Stokeham onto Treswell avoiding high ground.	The suggested route is outside of the eastern corridor, which does not provide opportunities to route in parallel with the existing 400kV overhead lines in the Trent Valley. This option has been appraised and found to be constrained in respect of the corridor width and the constraints to routeing from existing infrastructure. Assessment of the request has shown that this proposal looks unfeasible as it routes through the village of Treswell. In proximity to the village either side, there also appears to be no space to route an alignment between residential properties and curtilage. Further south, routeing between Woodbeck and Stokeham would likely require multiple changes of direction and thus increased angle towers to route west around Stokeham and then back east towards High Marnham due to the orientation of the villages and local constraints. There's insufficient room to route a straight alignment due to properties on the edge of Stokeham. These angles would be in addition to likely larger angles when routeing from the eastern corridor near South Leverton and again near Treswell. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.57	• Suggestion that the overhead line should be routed between Woodbeck and Rampton and join the Western swathe at Tresswell.	The suggested route is outside of the eastern corridor, which does not provide opportunities to route in parallel with the existing 400kV overhead lines in the Trent Valley. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.58	• Suggestion that the overhead line should be routed further away from North Leverton going between West Brecks crossing and Holmleigh (the most Easterly property in South Leverton). The route should then turn to run inbetween West Brecks Farm and Treswell Park.	The suggested route is outside of the eastern corridor, which does not provide opportunities to route in parallel with the existing 400kV overhead lines in the Trent Valley. The suggested route would move the cable closer to a number of properties in Leverton, potentially increasing visual and land impact for those properties, including West Brecks Farm area. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.59	• Suggestion that space for the new overhead lines could be created by shifting the current power lines slightly to the east as they leave West Burton. The suggestion involves taking the 'dog-leg' out and graduate the shift to the west. This would allow the new lines to fit alongside the existing lines.	National Grid develops its projects in accordance with its statutory duties under the Electricity Act 1989 to be economic, efficient and have regard to the environment and amenity and national planning policy. The suggested routeing would involve a significant technical undertaking due to the existing oil pipeline that runs through the middle of the suggested route and the complexities of re-routeing the existing OHLs within the limitations of outages. This suggestion has been considered in Appendix A of the Supplementary Corridor and Routeing Report (SCRR 2024) as presented at the localised non-statutory consultation and is available on the Project website. There would be three stages of work (one for each line) and for each existing line there would be three stages of outages due to the need for temporary diversions. This would require a prolonged period of outages, which come with a high risk as they can be stopped at short notice, which further delays programme and increases project cost. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.60	• Suggestion that all of the overhead lines should run to the east of Sturton-le-Steeple in parallel with the existing lines. The space for this to be built would be created by shifting the current power lines slightly to the east as they leave	National Grid develops its projects in accordance with its statutory duties under the Electricity Act 1989 to be economic, efficient and have regard to the environment and amenity and national planning policy. The suggested routeing would involve a significant technical undertaking due to the existing oil pipeline that runs through the middle of the suggested route and the complexities of re-routeing the existing OHLs within the limitations of outages. This option has been considered in Appendix A of the Supplementary Corridor and Routeing Report (SCRR 2024) as presented at the localised non-statutory consultation and is available on the Project website. There would be three stages of work (one for each line) and for each

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		West Burton. The 'dog-leg' that comes back towards Sturton before heading east again should be removed. This would enable the overhead lines to be closer to the Catchwater Drain before graduating the shift to the west beyond the village.	existing line there would be three stages of outages due to the ned for temporary diversions. This would require a prolonged period of outages, which come with a high risk as they can be stopped at short notice, which further delays programme and increases project cost. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.61	•	Suggestion that the overhead lines should be routed equidistant between Wheatley and Bole.	Whilst a Project decision has been made to not route within the eastern corridor, see Section 15.2 of this report for further justification this request is within the transition zone between the eastern and western corridors and has been accepted as part of the preferred alignment. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.62	•	Suggestion to ensure the new overhead lines are situated in close parallel with the existing lines near Wheatley	National Grid have considered this request and find that should the overhead line be deviated east to the existing overhead lines, it would need to tie back into the current corridor north of Sturton-le-Steeple to avoid oversailing residential properties at the required stand-off from the existing overhead lines. Routeing south-east and then south-west could increase Project costs due to the resulting longer amount of overhead line. There would be added complexity to the Project through the need to tie back into the eastern corridor to avoid any potential oversailing of properties. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.63	•	Suggestion that the new overhead lines should be situated further west near Dunham and Ragnall.	National Grid have considered this request and find that routeing centrally within the graduated swathe enables a shorter route length likely with fewer angle towers therefore increasing Holford Rule compliance. It also routes through the One Earth Solar Farm development boundary for a significantly shorter distance (approx. 440 m) than routeing further west therefore, potentially reducing construction and maintenance issues. Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.64	•	Suggestion that the High Marnham substation should be repositioned on the existing brownfield site to the west of the current proposed site.	Feedback relating the High Marnham substation has been feedback to the relevant project team for consideration of the Project's design. The Project was consulting on the construction of the new transmission infrastructure, and the High Marnham substation did not form part of these proposals during our stage one non-statutory consultation in 2023. However, this feedback was passed onto the relevant project team for consideration. We have made the decision to include both substations within the 2025 statutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.
15.3.65	•	Suggestion that the Western corridor is the most suitable option at Oswald Beck to mitigate impacts on the setting of St Helen's, South Wheatley (Scheduled Monument).	Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.66	•	Suggestion that once the overhead line route passes Rampton, it should be routed as far west as possible within the	National Grid have considered this request and following technical and environmental appraisal find that moving the overhead line further west would impact environmental constraints identified around Fox Covert Fisheries and Caravan Site and the residential property at Laneham Park. This option would also introduce the need for angle towers and taller pylons to the north to accommodate a shift to the west.

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	Graduated Swathe as it passes around Laneham.	Our further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Cultural Heritage		
15.3.67	• Concern around potential impacts on areas of archaeological interest • Concern around potential impacts on listed buildings and cultural heritage assets.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation. Through routeing and siting work National Grid has sought to, and will continue 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). National Grid is undertaking a Cultural Heritage assessment as part of its Environmental Impact Assessment (EIA) which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The result of this assessment will be presented in the Cultural Heritage chapter of the ES. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Ecology and Biodiversity		
15.3.68	• Concern about impacts on mature and ancient woodland. • Concern regarding loss of trees / National Grid should replace trees lost to the Project.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of the continuing design process, National Grid will seek to avoid environmental impacts where possible, through careful routeing. We will consider any areas of ancient woodland in the context of planning policy and engage with key stakeholders, such as Natural England where there are any interactions with ancient woodland across our proposals. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing our proposals. This will include an assessment of the Project's impact on habitats such as woodlands, and designated sites such as Sites of Special Scientific Interest, Special Areas of Conservation and Local Wildlife Sites. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. In addition to this, as part of our assessments, we will be considering opportunities for ecological enhancement, as well as mitigation of impacts. As part of the EIA process, arboricultural surveys are being undertaken to gather information on high and moderate value arboricultural features (individual trees, groups or woodlands). This baseline information will inform the Arboricultural Impact Assessment (AIA) and provide information on Root Protection Areas (RPAs) for retained arboricultural features. We will continue to engage with Natural England 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 continues to develop. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.67	• Concern about potential negative impact on local wildlife, habitats and river ecology, including protected species/special habitats	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ecology and biodiversity as the Project continues the design process. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, including SSSIs, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for t e Project is assessing the effects on biodiversity and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. We will continue to engage with Natural England 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 continues to develop. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.68	• Concern about potential negative impact on livestock/ livestock will need to be moved	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid continues to consider all feedback and recognises the potential for impacts on agricultural operations arising from the Project. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock.
15.3.69	• National Grid should be achieving Biodiversity Net Gain. • Net Zero/green energy should not come at the expense of the destruction of the environment	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period.
Economic		
15.3.70	• Concern about cost of ongoing maintenance	The lifetime cost for the Project has been considered and presented within the Strategic Options Report 2023 available on the Project website.
15.3.71	• Concern about the potential for the Project to impact businesses and the economy.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. 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 are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process.
15.3.72	• Concern that costs provided in the consultation are not accurate and a full cost breakdown is required	Our high level assumptions on costs for the Project were presented within the Strategic Options Report (SOR) 2023 which remains available on the Project website. These costs are subject to change and as the Project progresses are updated in accordance with the most up to date assumptions. We are presenting an update to the SOR at our statutory consultation North Humber to High Marnham and Grimsby to Warpole Updated Strategic Options Report 2025.
15.3.73	• Cost is the main factor driving the design.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	• Cost should not be a determining factor in undergrounding and offshore routeing decisions.	justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Whilst cost is a factor in the design process, we seek 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.
15.3.74	• The Project design is politically motivated • The decision to install overhead line is politically motivated/ political decision to save money	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. 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 Areas of Outstanding Natural Beauty (AONB), 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. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Based on our assessments to date, there are insufficient policy justifications to use underground cabling. We will continue to consider feedback on the question of undergrounding and other aspects, as we develop more detailed proposals to be presented at our statutory consultation.
Environment		
15.1.75	• The Project will harm the environment (general).	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid continues to consider all feedback and as part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals and to assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider any identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.76	• Further assessment of options should be undertaken on alternative corridors.	The findings and justifications for the selection of the 2023 emerging preferred corridor are presented in the Project Corridor Preliminary Routeing Siting Study (CPRSS) 2023 forming part of the non-statutory consultation. Following a review of the feedback to the non-statutory consultation and a back check and review of our work to date we presented an alternative eastern corridor and presented our initial findings in the Supplementary Corridor Routeing Report (SCRR) 2024 forming part of the localised non-statutory consultation. Both documents are available on our Project website. This information was primarily based upon desk-based reviews and assessments. 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 we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case or best comply with our statutory obligations and policy. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.77	• The Project will have a negative impact on food production.	National Grid recognises that there is the potential for impacts on agricultural operations arising from the Project. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

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		Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.78	• Land should be returned to its original state after construction.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. 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 of a Construction Environmental Management Plan (CEMP). A CEMP details 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 CEMP is designed to avoid, minimise, and mitigate against any construction effects on the environment and surrounding community.
15.3.79	• National Grid should provide further information about mitigating the impacts of construction and operation on the environment. • The Project will have a negative impact on the green field areas.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid continues to consider all feedback and will be undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals and to assess the Project's impact on the local area. We will continue to engage with statutory consultees such as Natural England and the Local Planning Authorities regarding the natural environment giving consideration to appropriate mitigation measures and techniques, and to take their views into account as the Project develops. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.80	• Net Zero/green energy should not come at the expense of the destruction of the environment.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, potential impacts on 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 Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB), Local Planning Authorities and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

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		National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.81	• Concern about impact of the Project on water/ flood risk/drainage • National Grid should engage with relevant experts in relation to Water, Flood Risk and Drainage	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise and we will continue to refine potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. In parts of the Project where flood zones cannot be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment (FRA) which will characterise flood conditions (including extents, depths and frequencies). The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA will support the ES and be submitted with the Development Consent Order (DCO) application, with particular focus on management of surface water drainage. The FRA will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk.
General		
15.3.82	• General opposition to the Project.	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. These include Dogger Bank South offshore wind farm, Continental Link interconnector and Atlantic Super connection interconnector. 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.
15.3.83	• General support for the Project.	National Grid notes these comments.
15.3.84	• No preference expressed for paths within the swathe.	National Grid notes these comments.
Health, Safety and Security		
15.3.85	• Concern about potential impacts of construction on health and safety of local residents	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
	• Concern about potential impacts on road safety	National Grid continues to consider all feedback and are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. 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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project: Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required) As part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users.
15.3.86	• Concern about the health risks associated with overhead lines (Electro-Magnetic Fields, links to cancer). • Impact on mental health and wellbeing • Concerned for health of animals and wildlife • Net Zero/green energy should not come at the expense of people's health	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid continues to consider all feedback received on the Project. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. We are undertaking 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. 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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project:

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		Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm) Email us: contact@nh-hm.nationalgrid.com Write to us: FREEPOST NH TO HM (No stamp or further address details are required)
15.3.87	• National Grid should undertake further study into the impacts of the Project on the health of local residents	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid continues to consider all feedback received on the Project. Research into possible health effects of EMFs has been conducted for the past four decades and is ongoing worldwide. There have been numerous studies published since 2013 investigating EMF and health outcomes. 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). Although National Grid does fund research into EMFs, 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 guarantees independence and integrity from National Grid and requires the results, whatever they may be, to be published in the peer-reviewed literature.
15.3.88	• Preference for the eastern corridor as will have less impact on airfields	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We undertook 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 to identified airfields to understand their concerns and how the airfields are being used. No additional airfields were identified within 5km of the eastern corridor, and non have come forward through the LNSC. This will help to inform further assessment of the impacts of the Project in relation to each airfield. And have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a proposed alignment, National Grid will need to fully consider and find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable. The airfield operators will be consulted as the design of the Project continues and reasonable and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
15.3.89	• Concern about potential impact on airfields.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of further design work for identifying a proposed alignment, National Grid will need to fully consider and find a balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable. The airfield operators will be consulted as the design of the Project continues and reasonable and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
Land		
15.3.90	• Appropriate compensation must be offered to impacted landowners	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We continue to consider all feedback received on the Project and will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. These rights could be for temporary access roads and compounds as well as the new infrastructure and

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		will attract a payment dependant on the right required. A Development Consent Order provides compulsory acquisition rights if successful, thus we would use these powers if a voluntary agreement cannot be reached. We are governed by statutory requirements and supporting guidance when dealing with landowner interests that are affected by the Project. In all circumstances, National Grid must act in a fair and proportionate manner. This extends to full compliance with the Compensation Code that is identified and determined in the relevant legislation provisions as relate to any compulsory acquisition. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
15.3.91	• Objects to granting land access for the Project.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We continue to consider all feedback received on the Project and will continue to pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. These rights could be for temporary access roads and compounds as well as the new infrastructure and will attract a payment dependant on the right required. A Development Consent Order provides compulsory acquisition rights if successful, thus we would use these powers if a voluntary agreement cannot be reached We are governed by statutory requirements and supporting guidance when dealing with landowner interests that are affected by the Project. In all circumstances, National Grid must act in a fair and proportionate manner. This extends to full compliance with the Compensation Code that is identified and determined in the relevant legislation provisions as relate to any compulsory acquisition. If landowners have specific concerns about land/property matters, please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
15.3.92	• National Grid should engage further with scheme landowners	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. As the Project design develops, National Grid will be working 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. If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by: Freephone: 01270 904929 Email: NH-HM@dalcourmaclaren.com Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU
15.3.93	• Preference for the eastern corridor as removes impacts to landowners	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Landscape and Visual		
15.3.94	• Concern about potential visual impact of routeing new overhead lines close to existing lines e.g. wirescapes	As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). The SCRR provides an assessment on the opportunities and constraints of 'close parallel' within the eastern corridor and notes where there are already two overhead lines running close parallel the separation between a new line and the existing would have to be greater than when running alongside a single line. hat the arrangement of pylons, conductors and spans achieves a coherent appearance, and increases the risk of creating a wirescape.

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		Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.95	• Concern about potential negative impact on the landscape, local views and viewpoints. • Negative impact on the rural character of the area • Concern about potential negative impact on the landscape, local views, viewpoints and designated AONB.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the Projects impact on the landscape and will be undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process.
15.3.96	• The visual impact of the overhead lines should be mitigated using natural screening or undergrounding of the lines	During routeing and siting work, the use of natural vegetation for screening has been considered in line with the Holford Rules. aThe 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, we 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. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the visual impact of the Project and will be undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. This could include proposing trees and hedgerows to reduce the visual impacts. Further detail on mitigation measures will be presented in the Preliminary Environmental Information Report, which will be available for review and comment during our statutory consultation 2025.
15.3.97	• National Grid should provide visualisations of pylons as part of the consultation process	Project visualisations form part our consultation materials presented at statutory consultation held in 2025. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation 2023 and the localised non-statutory consultation 2024 has informed a Project decision to not route within the eastern corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.98	• Concern about potential impacts on ProW, bridleways, cycle paths • National Grid should provide further information about how it will mitigate impacts on walkers, cyclists and horse riders facilities	Through routeing and siting work, National Grid has sought and will continue 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. In the event that any significant impacts on ProW are identified that cannot be avoided and mitigation is required, mitigation measures may 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. We will work closely with the relevant highway authorities to understand and gain information on ProW and the local road network. Effects on ProW will be mitigated where possible, maintaining access where practicable, with closures as a last resort.

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		Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to engage with interested parties and stakeholders on the ProW network to enable feedback and input to be considered as the Project develops.
Noise and Vibration		
15.3.99	• Concern about potential increase in operational and construction noise across the length of the Project / disturbance to local residents.	Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the potential operational and construction noise across the length of the Project and are undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting work, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
15.3.100	• Appreciates the need for the Project / Great Grid Upgrade.	National Grid notes these comments.
15.3.101	• National Grid should engage and work with local planning authorities/developers • Concern about the impact of the Project on planned development in the area • Concern about cumulative impacts of Project. • There is already too much infrastructure in the area	National Grid has and will continue to engage with the host local planning authorities and known developers in proximity to the Project as the Project is progressed. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the impact of the Project alongside existing and planned development in the area. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.
15.3.102	• National Grid should generate energy where it is needed through a centralised system	The Government's energy policy is to move away from large coal fired power generating stations to more numerous onshore and offshore generation sites and, as such, the electricity transmission network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		National Grid works within the framework set by Government, and we will work closely with customers, partners and communities to develop solutions, supporting the transition to decarbonised, decentralised, smart energy systems. However, as outlined in our consultation materials, and elsewhere in this report, the Project proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building The Project, together with other proposals, will help meet this future energy requirement.
15.3.103	• The scheme is not required	As outlined in our consultation materials, and elsewhere in this report, the Project proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building the Project, together with other proposals, will help meet this future energy requirement. A Project decision, informed by further technical and environmental assessment, together with the stage one non-statutory consultation and the localised non-statutory consultation has been made to not route within the eastern corridor. See Section 15.2 of this report for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Socio-economic		
15.3.104	• Project will result in a reduction in amount or quality of agricultural land.	National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. A Project decision, informed by further technical and environmental assessment, together with feedback from the stage one non-statutory and localised non-statutory consultations, has been made to not route within the eastern corridor. See Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
15.3.105	• Concern about impact on villages and residents • Impact on quality of life • Concern about potential negative impact on recreational activities i.e. dog walking and children's play	As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. As part of this process, we take into account the most appropriate engineering solution, alongside environmental, cost and socio-economic factors. A Project decision, informed by further technical and environmental assessment, together with feedback from the stage one non-statutory and localised non-statutory consultations, has been made to not route within the eastern corridor. See Section 15.2 for further justification. Our overall decision on the preferred alignment will be presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the socio-economic impacts of the Project and are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment and socio-economics are considered when developing the proposals. An EIA is a 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. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with routes proximity to properties and residents. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
15.3.106	• Concern about potential negative impact on tourism • Concern about potential impact on local businesses	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the impacts on tourism and where any are identified these will be presented within a socio-economic assessment, which is undertaken as part of the Environmental Impact Assessment (EIA). Should any impacts be identified that cannot be avoided, mitigation measures will be included to minimise these impacts where possible. In addition to this, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These could include: traffic management, signage and routeing measures. These measures will be identified within the Environmental Statement (produced as an output from the EIA process) and the Construction Traffic Management Plan (CTMP).
15.3.107	• The Project will disrupt the local power grid	The Project works will have no impact on your electricity supply. The work that we need to carry out is on part of the National Electricity Transmission System (NETS) and will have no direct effect on homes, businesses, schools and other premises in the local area. Where any Distribution Network Operator (DNO) works are required, occupiers would be notified by their DNO well in advance and would be planned for appropriately. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.108	• Concern Project does not benefit the people it directly impacts	There is a need to reinforce the existing high voltage electricity network between the north of the England and the midlands. It does not currently have the capability needed to reliably, and securely, transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The proposal will benefit the UK as a whole including local communities by contributing to our energy security in the future, ensuring that the national grid meets future power demands. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Sustainability		
15.3.109	• Alternative suggestions to reduce carbon and generate green electricity. • UK is too small to impact global carbon impacts.	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
15.3.110	• Concern about the Project's carbon impact.	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our Projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part our procurement process, carbon management and carbon reduction form a key award criteria for all Projects. At tender stage National Grid require all contractors to calculate a detailed carbon footprint of the Project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of Carbon Dioxide equivalent* (CO2e) from which the contactors are then incentivised (via Key Performance indicators) and quarterly reviews to reduce the carbon footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within Electricity Transmission that explore low carbon innovations and approaches, these groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver National Grid Projects. These groups are: Low-carbon concrete, Low-carbon steel, and aluminium, Net Zero construction and Low Carbon cables these working groups all report progress to an overarching Net Zero forum.

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		The carbon calculations derived from the CIT are used to inform progress against National Grid's overall strategic commitments to reducing carbon emissions across its portfolio of Projects and meeting its Net Zero targets for construction Projects. *CO2e/ Carbon Dioxide equivalent: is the number of metric tons of CO2 emissions with the same global warming potential as one metric ton of another greenhouse gas.
15.3.111	• Concern about future sustainability of energy (general concern, not limited to the Project) • Criticism of government's Net Zero plans and approach.	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
15.3.112	• Concern that climate change will cause increasing disruption to overhead lines (i.e severe weather/flooding)	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
15.3.113	• Opposition to the construction and use of wind and solar related infrastructure. • The Project is not green.	Following the Government's 'Ten Point Plan for a Green Industrial Revolution' in December 2020, an energy white paper entitled 'Powering Our Net Zero Future' was published, setting out how the UK will clean up its energy system and reach net zero emissions by 2050. In the British Energy Security Strategy published in April 2022, Government increased the ambition to see 50 GW of offshore wind connected by 2030 and set a target to see a five-fold increase in solar by 2035 from 14 GW today. The ambition to accelerate the deployment of renewables was further reinforced in the 'Powering up Britain', published in March 2023, setting out how the Government will enhance our country's energy security, seize the economic opportunities of the transition, and deliver on our net zero commitments. In December 2022 Ofgem announced plans for a new Accelerated Strategic Transmission Investment (ASTI) framework for large strategic onshore electricity transmission projects – incentivising delivery to meet 2030 targets. The Project is one of the projects identified as 'essential' and which needs to be accelerated for 2030 delivery.
15.3.114	• Support for the Net Zero aspects of the Project.	National Grid notes these comments.
15.3.115	• The Project should ensure there is sufficient capacity to meet future needs	National Grid notes these comments.
Technology		
15.3.116	• Modern pylons should be used / T Pylons should be used / U shaped masts should be used. • Pylons with reduced visual impact should be used. • Aesthetically pleasing pylons should be used. • Small pylons should be used.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Different pylon designs currently in use in the UK include: standard lattice; low height lattice; and T-pylons. Our current assumption for the purpose of initial assessment at this early stage in the Project's evolution is use of steel lattice pylons. Given the presence of traditional lattice steel pylons in the landscape and as our proposals largely parallel existing overhead lines in many places, use of traditional lattice style pylons would be more in-keeping with existing pylons, as opposed to use of T-pylons, which would have a different landscape and visual impact. We have and will continue to carefully consider the feedback received from the stage one non-statutory and localised non-statutory locations as we consider pylon types further, including use of low-height pylons where appropriate, as part of the design process. You can read more about pylon design and different pylon types in the Corridor Preliminary Routeing and Siting Report (CPRSS) available on the Project website.
15.3.117	• Overhead lines are outdated technology.	Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further

Ref no	Summary of Matters Raised (summary)	National Grid's Response
		justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including increasing operational voltages on existing network to above 400 kV; alternating current (AC) overhead lines (established technology); alternative pylon types; AC underground technology; high voltage direct current (HVDC) overhead line and underground cables; and gas insulated line (GIL). Further information can be found on these including a full evaluation of lifetime costs for each alternative can be found in the Strategic Options Report (SOR). The SOR concludes that an overhead line continues to provide the best balance between capital cost, capacity, environmental impact and lifetime operating costs for the transmission of high levels of power. Technologies continue to improve and National Grid continually assess new technologies and look to implement and utilise these when they offer the best overall solution.

16. Feedback not related to the eastern corridor and National Grid's Response

16.1 Introduction

16.1.1 This chapter presents the feedback which was not related to the eastern corridor gathered via the open questions on the feedback form or via other open formats such as letters and emails.

16.1.2 As described in Chapter 5, feedback is presented by overarching theme and then broken down into sub-topics in Table 16.1.

16.1.3 National Grid's response to each sub-topic is shown in Table 16.1 below. A summary of the matter raised by the consultee is presented in the left hand column and National Grid's response is on the right.

16.1.4 These responses were written in the context of the information available at the time of writing this report following the localised non-statutory consultation. Information provided is therefore subject to change as the Project develops.

Table 16.1 – Not related to eastern corridor- Summary Table

Ref no	Summary of Matters Raised	National Grid's Response
Construction		
16.1.1	• Concerned that the western corridor would have more of an impact on habitats during construction.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Through routeing and siting work, National Grid has sought and will continue to reduce, as far as practicable, 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ecology biodiversity for both the construction and operational phases, and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including Biodiversity Net Gain) on all construction Projects. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for Nationally Significant Infrastructure Projects (NSIPS) begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. In addition to this, a Habitat Regulations Assessment (HRA) will be carried out to evaluate the likely significant effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impacts, including (but not limited to) hydrological, changes to air quality, noise and visual disturbance. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.2	• Concerned that the western corridor would cause increased air pollution during construction.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid will be undertaking an air quality assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. The assessment will consider the impact of construction vehicle emissions and construction dust on sensitive local receptors, including residential properties and ecological receptors. Mitigation measures will be proposed where necessary to ensure that the overall air quality impacts of the Project are not significant, and these measures will be incorporated into the Project's Construction Environmental Management Plan (CEMP). Due to the nature of the Project, there are not anticipated to be significant adverse air quality effects as a result of the operation of the Project; there would be very few vehicle trips associated with the operation of the Project. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Design (general/non location specific)		
16.1.3	• Preference for western corridor as the route uses	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment

Ref no	Summary of Matters Raised	National Grid's Response
	more open countryside, farmland and fields.	work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.4	• Preference expressed for the western corridor as it takes a more direct route, which would require fewer large pylons.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.5	• Concerned that the western corridor would require a greater number of road crossings.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.6	• Preference expressed for the western side of the western corridor.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.7	• Preference expressed for the western corridor as the route is on higher ground.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.8	• Preference expressed for the western corridor due to fewer constraints.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.9	• Preference expressed for the western corridor as it takes a more direct route, which would allow for additional lines to be added in the future.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Ecology and Biodiversity		
16.1.10	• Preference expressed for the western corridor as it would have less impact on wildlife. • Preference expressed for the western corridor as it would have less impact on habitats.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. 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, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ecology biodiversity for both the construction and operational phases, and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. National Grid has committed to deliver Biodiversity Net Gain of at least 10%

Ref no	Summary of Matters Raised	National Grid's Response
		or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. In addition, a Habitat Regulations Assessment (HRA) will be carried out to evaluate the likely significant effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impacts, including (but not limited to) hydrological, changes to air quality, noise and visual disturbance. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.11	• Concerned that the western corridor would impact SSSIs.	Consultation on our emerging preferred 'western' corridor was carried out as part of stage one our non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 SSSI's, through either avoidance or mitigation. We will continue to engage with Natural England, Local Planning Authorities and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ecology biodiversity for both the construction and operational phases, and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. National Grid has committed to deliver Biodiversity Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. In addition to this, a Habitat Regulations Assessment (HRA) will be carried out to evaluate the likely significant effects of the Project on European sites. The HRA will consider all potential impacts, including (but not limited to) hydrological, changes to air quality, noise and visual disturbance. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Economic		
16.1.12	• Preference for western corridor as it would cost less to implement and/ or be more cost effective. • Preference for western corridor as it would cost less to implement and/ or be more cost effective due to the route being more direct.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.13	• Preference expressed for the western corridor due the proximity to existing infrastructure and access points, which would help	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised	National Grid's Response
	reduce cost by speeding up construction.	
Flood Risk		
16.1.14	• Preference expressed for the western corridor as there is a lower risk of flooding.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise and we will continue to refine potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. In parts of the Project where flood zones cannot be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment (FRA) which will characterise flood conditions (including extents, depths and frequencies). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The FRA will support the ES and be submitted with the Development Consent Order (DCO) application, with particular focus on management of surface water drainage. The FRA will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk.
General		
16.1.15	• Preference expressed for the western corridor.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
16.1.16	• Opposition of the western corridor.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Health, Safety and Security		
16.1.17	• Opposition of the western corridor as the introduction of pylons and the overhead line would increase the risk of accidents with gliders and/ or small aircrafts.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Landowner		
16.1.18	• Concerned about impact on individual farm.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. We will be undertaking an Environmental Impact Assessment (EIA), to ensure that socio-economic and environmental factors are considered when developing the proposals for the

Ref no	Summary of Matters Raised	National Grid's Response
		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. Should any significant impacts be identified, that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages across the scheme. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Landscape and Visual		
16.1.19	• Preference expressed for the western corridor as its direct route would lessen the impact on the local landscape.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the Projects impact on the landscape and are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.20	• Preference expressed for the western corridor as there would be greater opportunities for screening to help lessen the impact on landscape and views.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the Projects impact on the landscape and are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.21	• Preference for western corridor as there are fewer already established overhead lines impacting the landscape.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the Projects impact on the landscape and are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.22	• Opposition to the western corridor due to the impact on views.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to

Ref no	Summary of Matters Raised	National Grid's Response
		route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to consider the Projects impact on the landscape and are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
Planning		
16.1.23	• Concerned that the western corridor will interfere with existing and/or planned developments in the area, therefore National Grid should consult other developers and LPAs about plans.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment. National Grid will is, as part of the Environmental Impact Assessment (EIA) process for the Project undertaking a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the Environmental Statement (ES). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.24	• Preference expressed for the western corridor as area likely to be impacted by proposed developments and/or infrastructure.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.
Socio-economic		
16.1.25	• Preference for western corridor as less impact on residents, properties, villages, local communities and/or populated areas. • Preference for western corridor as less impact on churches and schools.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. We will be undertaking an Environmental Impact Assessment (EIA), to ensure that socio-economic and environmental factors 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible,

Ref no	Summary of Matters Raised	National Grid's Response
		through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages across the scheme. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.26	• Preference for western corridor as less impact on agricultural land.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.
16.1.27	• Concerned that the western corridor would impact leisure activities.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of the design process, National Grid seek to avoid impacts on residents where possible, through careful routeing. We will be undertaking an Environmental Impact Assessment (EIA), to ensure that socio-economic and environmental factors 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. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. This assessment will consider any socio-economic effects associated with route's proximity to towns and villages across the scheme. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.
16.1.28	• Opposition of the western corridor as it would negatively impact nearby airfields.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We undertook 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 to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a proposed alignment, National Grid has carefully considered the balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.
Sustainability		
16.1.29	• Preference expressed for the western corridor as it takes a more direct route which would help reduce energy loss and improve electricity	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Ref no	Summary of Matters Raised	National Grid's Response
	delivery, and in turn be more sustainable.	
Traffic		
16.1.30	• Preference for western corridor as it would have less impact on smaller, local roads and access routes.	Consultation on our emerging preferred 'western' corridor was carried out as part of our stage one non-statutory consultation. Part A of our Non-Statutory Consultation Feedback Report provides responses to matters raised in this corridor during that consultation. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultations has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within the Design Development Report (DDR) 2025 during our statutory consultation. As part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

17. Conclusion

17.1.1 The stage one non-statutory consultation (Part A of this report) took place between 1 June 2023 and 27 July 2023 and sought to introduce the need for the Project, present National Grid's early thinking on an emerging preferred corridor and graduated swathe and invited all stakeholders to provide feedback on the proposals to help inform the development of the Project.

17.1.2 The stage one consultation specifically sought to introduce the Project to communities and ensure that all stakeholders could provide feedback on the proposals from an early stage to inform development of the Project. It also sought to explain why additional capacity is needed on this part of the network, outline the process that National Grid has been through to identify the preferred strategic option and present the preferred route corridor and graduated swathe within it.

17.1.3 A total of 585 responses were received to the stage one non-statutory consultation.

17.1.4 Feedback received sought for designated sites including Sites of Special Scientific Interest to be avoided and to reduce impacts on local wildlife. Others asked for the Project to avoid felling trees and expressed concerns about disturbing migrating birds. We received comments about the need for investment in community facilities, including parks and active travel facilities. The visual impact of the proposed overhead lines was a common concern. Some respondents noted they would like the new overhead line to be built close to existing overhead lines and away from villages and houses. Others were concerned about the cumulative impact of an additional overhead line. Consultees asked us to ensure a new overhead line would not spoil rural landscapes and potential candidate Areas of Outstanding Natural Beauty. Several comments were received about potential negative impacts regarding a number of different local landmarks and cultural heritage interests.

17.1.5 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 400kV 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 village/s to the existing overhead lines.

17.1.6 Following review of feedback from the non-statutory consultation a change has been made outside of the emerging preferred corridor as a result of feedback received. The preferred alignment routes outside of the emerging preferred corridor, in Route Section 2 for three proposed pylon locations at Brantingham Dale, to the north west of Dale Road. This is to facilitate a line swap-over which requires a temporary diversion of the existing 4ZQ overhead line where the two lines descend the scarp slope from the Wolds. Despite the resultant removal of a strip of plantation woodland at Bilks Hill it is considered that this close parallel alignment would help reduce the scale of landscape impacts in this sensitive section of the Yorkshire Wolds Important Landscape Area. This line swap-over also enables the preferred alignment to be routed to the south of Ellerker

and avoids the need for overhead lines both north and south of the village in accordance with feedback received during non-statutory consultation.

17.1.7 Requests made within the graduated swathe have informed the development of the preferred alignment. Notwithstanding this, changes outside of the consultation corridor have been made as a result of further technical assessment and design work. More information on these changes are set out in the Design Development Report.

17.1.8 Following the close of the stage one non-statutory consultation, National Grid reviewed all of the feedback received and undertook a review of the CPRSS 2023[27], taking into account new information, including responses to the stage one consultation. This review informed the decision to undertake an exercise to identify and consider a potential alternative corridor option between South Wheatley and High Marnham known as the 'eastern corridor'.

17.1.9 National Grid then undertook a localised non-statutory consultation (Part B of this report) on the eastern corridor between Tuesday 9 July and Tuesday 6 August 2024. This consultation provided an opportunity for stakeholders to review and provide feedback on the eastern corridor, and the graduated swathe within it prior to a decision being made on the overall preferred corridor and route ahead of the statutory consultation. During the localised consultation feedback was specifically sought on the eastern corridor as a whole and five specific sections where consideration was being given to different options for the potential routeing of the proposed new overhead line.

17.1.10 A total of 142 responses were received to the localised consultation.

17.1.11 A proportion of the feedback from the localised non-statutory consultation suggested that the new overhead line should be routed closer to the two existing 400kV overhead lines in the Trent Valley than that presented in the eastern corridor and the graduated swathe within. Conversely, some feedback raised concerns about the cumulative impacts with the existing infrastructure (including the two existing 400kV overhead lines) and planned developments in the area, largely relating to solar farms.

17.1.12 Requests were made for the new overhead line to avoid villages and populated areas to minimise impact on residential communities. Feedback also noted concerns about visual impacts along the route and the impacts on good quality agricultural land and disruption to farm productivity. 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.

17.1.13 Feedback has been used to inform the corridor decision and development of the Project's preferred alignment. A change has been made outside of the emerging preferred corridor as a result of feedback received in response to the localised non-statutory consultation whereby a route to the east of the emerging preferred corridor is presented at Sturton le Steeple. More information on these changes is set out in the Design Development Report.

17.1.14 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.

[27] 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)

17.1.15 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) is feasible and policy compliant.

17.1.16 Some potential environmental impacts are 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.

17.1.17 Overall, the western corridor (emerging preferred corridor as presented at part one non-statutory consultation) was considered to offer the most appropriate balance between environmental, socio-economic, technical, and cost considerations. The preferred alignment has therefore been routed through the western corridor.

18. Next Steps

18.1.1 The information presented at the stage one non-statutory consultation and the localised non-statutory consultation is published on the Project's website and is available in the online document library.

18.1.2 This report shows feedback received from the stage one non-statutory consultation and the localised non-statutory consultation and how this has informed and shaped the proposals to be presented at a statutory consultation.

18.1.3 The Project is classified as a Nationally Significant Infrastructure Project (NSIP), and we would need to obtain 'development consent' under statutory procedures set by Government. In these circumstances, a statutory consultation stage is required. The Planning Act 2008 (PA2008) requires statutory consultation for NSIPs which provides all those with an interest in a project including local authorities, statutory consultees, land interest parties and the local community the opportunity to input into the design of the developing project.

18.1.4 National Grid has adopted a structured approach to project development and consenting (see Figure 18.1)

18.1.5 To date National Grid has identified a Strategic Proposal and has undertaken 'Options Identification and Selection' as reported and published in the Corridor Preliminary Routeing Siting Study, the Strategic Options Report Update and the Design Development Report.

18.1.6 This report shows feedback received from the stage one non-statutory consultation and the localised non-statutory consultation and how this has informed and shaped the proposals to be presented at statutory consultation to commence in Spring 2025 (Stage 3).

18.1.7 The feedback from the non-statutory and statutory consultations (as applicable) will be used to inform the final designs that will be put forward in the application for development consent. National Grid expects to submit an application for consent for the Project in 2026.

18.1.8 Ahead of all rounds of consultation, National Grid will continue to hold dialogue with landowners and people with an interest in land which interacts with the Project.

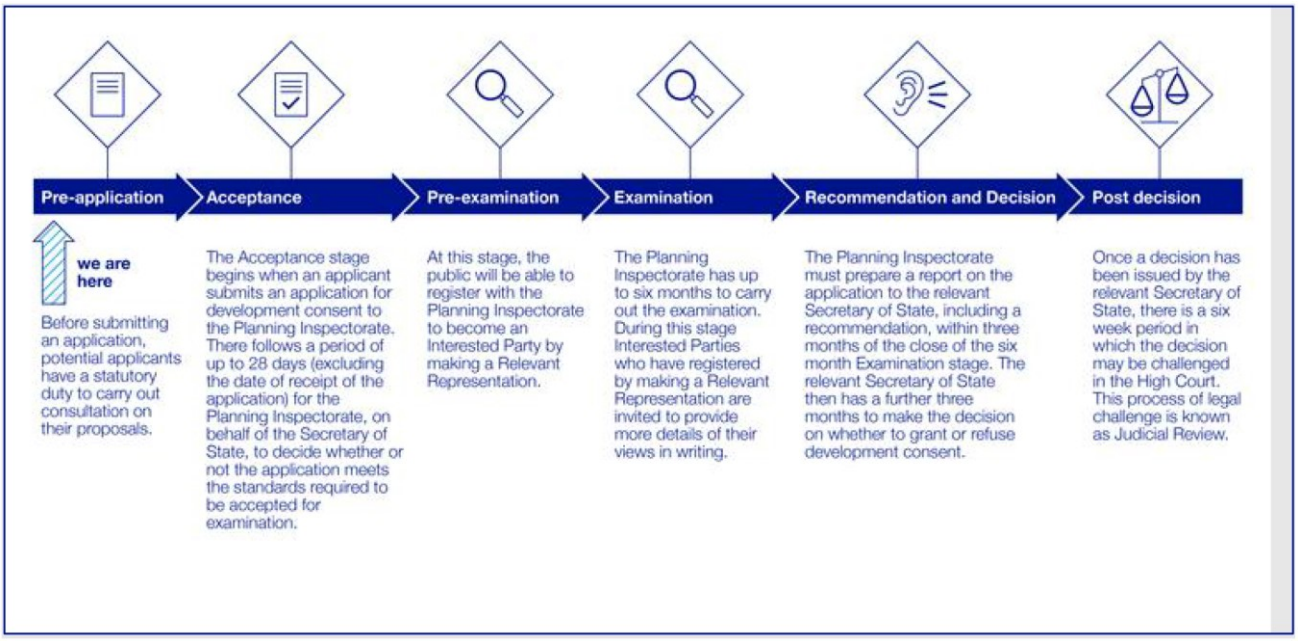
18.1.9 The Project is now the subject of a statutory consultation as set out in the Planning Act 2008. A list of all the documents produced for the statutory consultation is available on the Project website.

18.1.10 The Project team will be required to carry out formal Environmental Impact Assessment (EIA) work and undertake surveys along the route. In August 2023, a Scoping Report was submitted to accompany a request for a Scoping Opinion from the Planning Inspectorate. The Scoping Opinion (received August 2023) will inform the scope of these formal assessments for the Project. The initial findings of the formal assessments will be presented in a Preliminary Environmental Information Report (PEIR) at the statutory consultation.

18.1.11 The Development Consent Order (DCO) process is shown in Figure 18.1. The Secretary of State (SoS) for Energy Security and Net Zero will make the final decision

on the application following an examination managed by the Planning Inspectorate (PINS) who appoint an examining authority (a panel of independent inspectors). This process can take up to 18 months. For more information, visit the Planning Inspectorate's website.

Figure 18-1: DCO Process



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Appendices

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Appendix A
Stage One Non-Statutory Consultation Strategy (June 2023)

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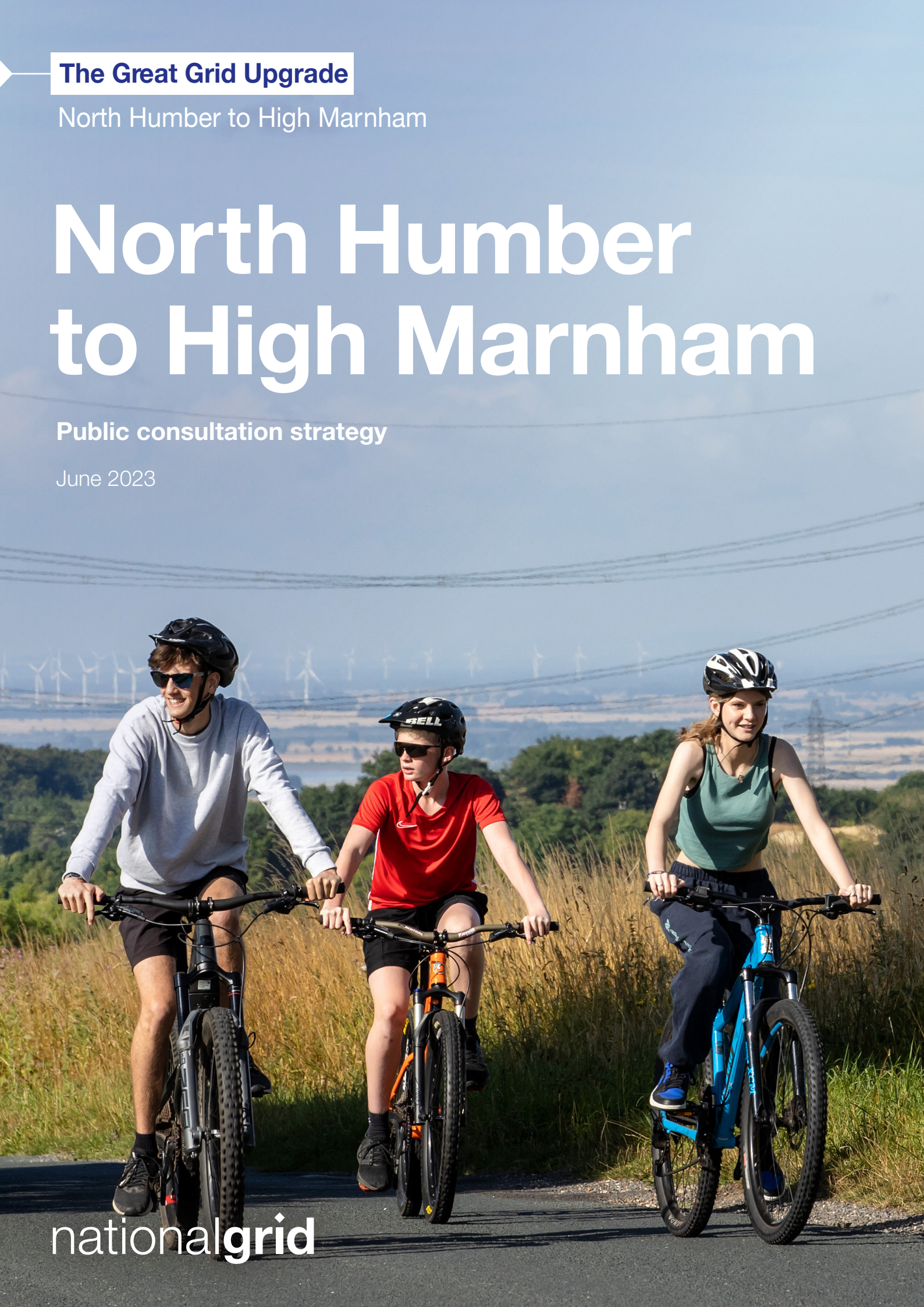
The Great Grid Upgrade

North Humber to High Marnham

North Humber to High Marnham

Public consultation strategy

June 2023



nationalgrid

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1. Introduction

The way we generate electricity in the UK is changing rapidly, and we are transitioning to cheaper, greener and more secure sources of energy like new offshore windfarms.

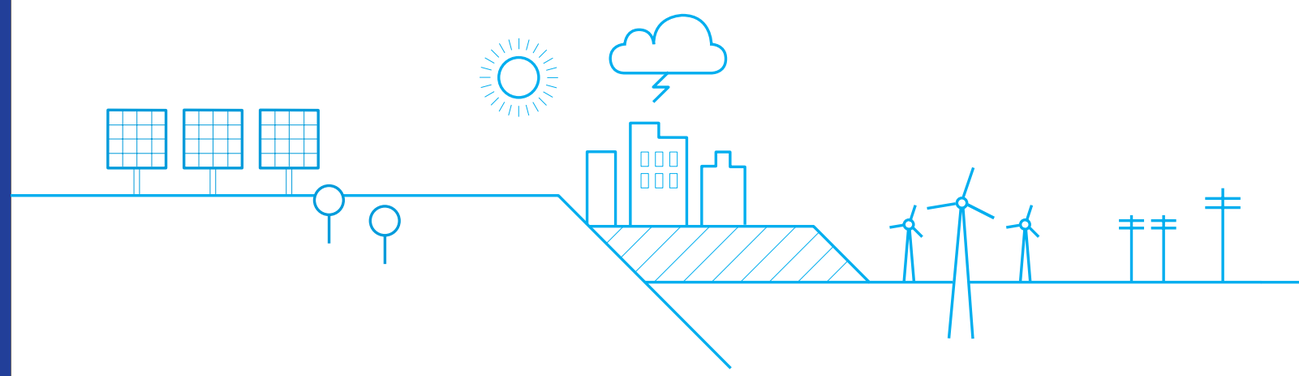
We are presenting some plans in your local area to help that transition and make sure the grid is ready. These proposals are part of The Great Grid Upgrade, the largest overhaul of the grid in generations. This document outlines how National Grid Electricity Transmission plc (NGET) intends to carry out pre-application stage 1 (non-statutory) consultation from June to July 2023 on proposals to upgrade the electricity transmission network between a new substation at Creyke Beck, in the north Humber region, and a new substation at High Marnham in Nottinghamshire.

The UK already has 13.6 gigawatts (GW) of offshore wind energy in operation. The Government's recent British Energy Security Strategy outlines the ambition to increase energy from offshore wind to 50 GW by 2030 – more than enough to power every home in the UK.

Our proposals – referred to as 'North Humber to High Marnham' – will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network.

Representatives of Nottinghamshire County Council, North Lincolnshire Council, East Riding of Yorkshire Council and Bassetlaw District Council have been consulted about the proposed approach to consultation.

A Statement of Community Consultation (SoCC) will be prepared ahead of stage 2 (statutory) consultation, which is proposed to take place in 2024. The content of the SoCC will build on this Strategy and will be discussed with representatives of the relevant local planning authorities and finalised ahead of the formal stage of consultation on the SoCC as per Section 47 of the Planning Act 2008 (as amended).



2. National Grid Electricity Transmission – What we do in the UK

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

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

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

National Grid Electricity Transmission (NGET) owns, builds and maintains the transmission network in England and Wales. It is NGET that is developing the proposals for the North Humber to High Marnham upgrade.

National Grid ESO is the Electricity System Operator (ESO) operates the transmission network across Great Britain, including the networks in Scotland owned by Scottish Power Transmission and Scottish and Southern Electricity Networks. National Grid ESO also plans future network requirements, ensuring the right amount of energy is where it is needed. It is entirely separate from National Grid Electricity Transmission.

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

Our world is changing fast. Upgrading to cleaner, greener and more affordable energy will create exciting new opportunities for growth across the UK and speed-up our efforts to tackle the global climate challenge. The time for action is now.

The Energy White Paper (December 2020) set a target to quadruple offshore wind capacity in the UK over the next ten years – enough to power every home in the UK.

Everyone will benefit from clean energy and cleaner air, and a nationwide rollout of charging points will support the move away from fossil fuel for transport to more electric vehicles on our roads by 2030.

The British Energy Security Strategy (April 2022) saw the UK make new commitments to develop cleaner, more secure and affordable energy. Its aim is to accelerate the deployment of a range of energy sources, which could see up to 95% of our electricity being low carbon by 2030.

In powering up Britain, the Government explains that the grid needs to be expanded at an unprecedented scale and pace to deliver more clean power and increase our energy security.

Britain is leading the way and can become the world's first clean economy, with net zero carbon emissions by 2050.

But we cannot stand still. A healthier, greener future for Britain requires significant upgrades to our energy infrastructure to reliably meet increased demand. At NGET we are working to make this future possible, combining the best of British engineering and ingenuity with smart technology to power our homes, travel and work.

When developing transmission network proposals, we must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and have regard to the desirability of preserving amenity. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties. We must balance the need to develop the network in a way that is efficient, coordinated and economical, and reduces effects on people and places. National Grid only develops new infrastructure where the existing transmission system cannot be further upgraded, system changes cannot be satisfied by other means or where customer connections are required. The North Humber to High Marnham upgrade meets all those requirements for new infrastructure to be developed.

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



3. North Humber to High Marnham

The Humber Estuary and Lincolnshire are important and developing regions for renewable and low carbon energy.

Like much of the high voltage electricity transmission network across the country, the network between the North and the Midlands was largely built in the 1960s, carrying electricity down from Scotland and the North, connecting coal fired generation in the Aire and Trent valleys with the main centres of population.

The existing network serving the North Humber region (the 'Creyke Beck area') can export just under 7 GW of electricity whilst remaining compliant with the Security and Quality of Supply Standards that the network is operated to. Whilst this has been sufficient until today, it is not sufficient to meet the power carrying capability that is required by the end of this decade and beyond.

There are a number of new sources of clean green energy contracted to connect in the Creyke Beck area in the next decade. Should all of these built, this would amount to just over 13 GW of generation capacity by the early 2030s.

To help deliver this network capability, we need to build a new 400 kV electricity transmission line between a new substation at Creyke Beck, in the North Humber region, and a new substation at High Marnham in Nottinghamshire.



4. Project Scope

The non-statutory consultation will be held over an 8-week period, between 00:00 on Thursday 1 June and 23:59 on Thursday 27 July 2022.

Proposed new overhead line

The North Humber to High Marnham reinforcement would involve the construction and operation of approximately 90 km of new 400 kV overhead electricity transmission line. It currently has an anticipated earliest in-service date of 2031.

New pylons and conductors (electrical wires) would be located along the overhead line route. At this early stage of consultation, we have not decided on exactly what type of pylon we will use. This will be considered in more detail as we develop our proposals further.

As a starting position, we are considering the use of traditional 400 kV lattice steel pylons. These are typically around 50 metres in height, with approximately three per kilometre on a straight section of the route, slightly more on occasions. In some locations, specific constraints such as navigable river crossings, can require considerably taller pylons to ensure safe electrical clearance from the electrical conductors (wires).

Proposed new substations

Two new 400 kV substations need to be in place before North Humber to High Marnham is delivered to ensure that the transmission system continues to meet the relevant technical standards and ensure that customers can connect to our network. They are therefore being developed as separate planning applications.

- one substation, to be located in the vicinity of the existing Creyke Beck substation north oF Hull, needs to be in place to connect a proposed new interconnector with Norway and another interconnector with Iceland. It is also needed to connect a proposed offshore wind farm.
- one substation, located at High Marnham in Nottinghamshire, is needed as part of a separate proposal to upgrade an existing 275 kV overhead line between Brinsworth and Chesterfield to High Marnham.

We have included initial search areas for these substations as part of this consultation, as the location of the new overhead line for North Humber to High Marnham will influence the locations of the substation and vice versa. Consultation on the new substation near Creyke Beck is likely to take place in summer 2023. Consultation about the new substation near High Marnham is likely to take place early in 2024. We will include more detailed information about the proposed substations in our next stage of public consultation in 2024.



5. Purpose of the 2023 stage 1 consultation

We want to introduce the project to communities and ensure that all stakeholders can provide feedback on our proposals from an early stage.

At this early stage, we will be presenting a preliminary route and potential location for the new infrastructure in the form of a 'graduated swathe' within a wider corridor. This represents our current thinking about where we may route the new transmission line and site the new substations that are needed.

The aims of our stage 1 consultation in June and July 2023 are to:

- introduce and provide an overview of the project to the public
- explain why we need to build the reinforcement
- set out options that have been considered and how we made the decision on the emerging preferred corridor and graduated swathe being proposed
- present and explain our emerging preferred corridor with graduated swathe
- present and explain the indicative zones for the siting of the two substations
- ensure all stakeholders have the opportunity to provide feedback on our work to date
- outline next steps and programme and how we will further develop our proposals.



6. Consultation timing

The non-statutory consultation will be held over an 8-week period, between Thursday 1 June Thursday 27 July 2023.

Consultation Zones

We have defined a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ), to inform our engagement activities. They are shown in Appendix A.

Primary Consultation Zone (PCZ)

The Primary Consultation Zone will include communities and stakeholders whose properties postcodes lie within 1km of the edge of the emerging preferred corridor. Where appropriate, the PCZ has been extended to include whole streets rather than the 1km boundary dissecting hamlets or neighbourhoods. All relevant stakeholders within this area will be consulted including contacting each residential and business address directly.

The PCZ includes stakeholders who may be most directly affected by the proposals. We want to ensure they are kept fully informed about the project and will seek to actively engage them.

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

- an introduction to the project and overview of the proposals
- details of the non-statutory consultation, its purpose and how to get involved, including face-to-face engagement (local information events) and online engagement (webinars)
- information on how people can provide feedback online (or in hard copy) or request printed materials including feedback forms and maps
- information on how to contact the project team and ask questions.

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

Secondary Consultation Zone (SCZ)

The Secondary Consultation Zone will extend to 5km from the edge of the emerging preferred corridor. The SCZ will include stakeholders who are less likely to be directly affected by the project but may have impacts such as construction traffic and long-distance views. Anyone in the SCZ will have the same opportunities to engage with us and provide feedback during the consultation, including receiving hard copy materials on request.

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

- placing advertisements in local and regional newspapers with information about the consultation, engagement events and where to find out more information
- requesting placement of advertisements in prominent locations in the local community
- providing project documents in deposit locations ("public information points") around the area for stakeholders to examine and take away
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation
- publishing full details of local information events and webinars on the project website, and asking wider consultees to publish information on websites, where possible
- providing contact details for queries or to request paper copies of project documents.

7. Materials

All project documents will be made available on the consultation website, including:

- Project Background Document: to provide an overview of the project
- Corridor Preliminary Routeing and Siting Study: detailed report on how the emerging preferred corridor was identified and the graduated swathe has been developed
- Strategic Options Report: providing detail on the options considered for the delivery of reinforcements on the East Coast, including North Humber to High Marnham and Grimsby to Walpole
- Consultation newsletter: high level description of proposals and invite to consultation events
- Maps and plans of the project
- Feedback form: Including an online version to provide feedback and downloadable PDF copy.

We will also place paper copies of some documents at suitable, publicly accessible locations along the emerging preferred corridor of the new reinforcement. These locations in East Riding of Yorkshire, North Lincolnshire and Bassetlaw, are as follows:



Public information point	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), 9:00am 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)
Cottingham Library and Customer Service Centre, Market Green, Cottingham HU16 5QG	9:30am to 4:30pm (Monday and Tuesday), 9:30am to 6:30pm (Thursday), 9:30am to 1pm (Friday), and 9:30am to 12:30pm (Saturday)
North Lincolnshire	
Crowle Library, Crowle Community Hub, The Market Hall, Market Place, Crowle, North Lincolnshire DN17 4LA	9:00am 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	14:00 to 17:00 (Monday), 9:00 to 12:00 (Tuesday and Friday), and 10:00 to 13:00 (Saturday)
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 DN22 6DB	9am to 5pm (Monday to Friday)

We recommend check with the venue ahead of visiting to ensure that they are open.

8. Stakeholder briefings and meetings

We propose holding meetings with stakeholders, either online or in-person, to provide information about the project and respond to questions.

Before the start of the non-statutory consultation, we will offer briefing meetings with the following stakeholders:

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

We will also be working with the following 'host' local authorities (where the project is situated) to ensure their Members and elected representatives are briefed following the results of the local elections taking place on Thursday 4 May 2023 and ahead of the non-statutory consultation on Thursday 1 June 2023:

- East Riding of Yorkshire Council – local elections taking place;
- Bassetlaw District Council – local elections taking place;
- North Lincolnshire Council – local elections taking place; and
- Nottinghamshire County Council – no local elections taking place.

All stakeholders will be able to request meetings with the project team. These groups may include:

- third party groups such as Local Enterprise Partnerships and business groups
- community groups or residents' associations with a close geographical relationship to the project
- parish councils which fall outside of the PCZ
- interest groups with a close relationship to the project.

These stakeholders will be sent digital copies of project information (paper copies will be provided upon request, or where digital receivership is not possible) and details on how to respond to the consultation and engage with the project team. We will keep them updated at key project milestones.

9. Public consultation

We are using a blend of in-person and online engagement channels for this public consultation.

This will involve using the project website and other digital tools to present information on the project and gather feedback on our proposals. This approach is widely accepted for consultations on infrastructure proposals.

We are committed to engaging with all stakeholders and we want to ensure that our consultation is inclusive and will reach those who otherwise may not engage with us or do not have access to the most traditional and conventional methods of consultation. Our approach to engaging with seldom heard (SH) groups is outlined in section 12.

Project website

The North Humber to High Marnham project website will include all relevant information for the non-statutory consultation, including the aforementioned documents and materials used as part of the local information events. The website will include:

Function	Description
Document library with access to the information	The library will be the 'go to' deposit location for all project information. It will ensure that all project information is available in one, easy to access location. We will encourage third parties hosting deposit locations (such as local authorities, libraries, etc.) to provide links to this page.
Consultation pages to display all relevant information and material being presented for consultation	Project documents will be laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.
Find out more pages	Details of dates and timings of consultation events, webinars and other 'ask the experts' sessions during the consultation period.
FAQs	This will help visitors to find answers to frequently asked questions.
Project videos, infographics and animations	A way of explaining the plans in a way that is accessible and understandable to the general public, ensuring greater levels of inclusion.
Project update section	This section will enable members of the public to stay updated on the project and provides an easily accessible place for all recent updates to be hosted.
Project contact details	We will publish telephone, email and freepost details for the public to get in contact and request further details or ask questions.
Team call-back requests	Members of the public will be able to request a call-back to discuss the project over the phone.
Feedback form	The online form will enable members of the public to provide their feedback easily and submit to the project team. A hard copy form can also be downloaded from the website and returned by email or printed and sent back via Freepost.

Interactive map

An interactive map provides a visual representation of the proposals presented at non-statutory consultation. The map shows the emerging preferred corridor and graduated swathe that sits within it.

There will be pointers to further information, which may contain images, text or signpost to a different page that expands on the subject.

Public information events and webinars

We have arranged a mix of face-to-face public events and online webinars to provide stakeholders opportunities to find out more about the proposals and to provide feedback.

Public information events have been organised to be accessible to as many stakeholders as possible and held at suitable community hubs along the proposed route. In person events will provide an opportunity to view the latest project information and speak to technical experts within the team.

If events need to be cancelled for any reason, we will publicise the cancellation and hold an online webinar in place of the event.

Online webinars have been organised to enable the project team to present the same information as that at the public events to a large number of interested stakeholders. The webinar presentation will be recorded and made available on the project website for playback by those who cannot attend the webinar sessions.

The sessions will also include time for questions and answers. Different webinars have been arranged to focus on specific geographical areas and the programme will be widely advertised. Details of how to sign up for the webinars will be widely publicised and will be available on the website.

The schedule of events and webinars is shown on page 17 and 18:

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

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

Providing feedback on our proposals

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

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

We will review all returned feedback forms and call comments will be considered as the project is developed further. They will be directly addressed and responded to in the Consultation Report, which will be submitted as part of the final Development Consent Order (DCO) application.

Team call-back

Contact information has been published, including a freephone information line and an email address. Stakeholders will be able to request a telephone call from a member of the project team if they would prefer to ask questions over the phone. This provides an alternative option for those who may have restricted access to other engagement channels or are less comfortable with online technology.



10. Advertising

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

Print media

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

Advertisements will generally be half page prints, published at the start of public consultation, and during the consultation period, to remind stakeholders of deadlines for feedback and other important dates, such as webinar and live chat dates.

Social media

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

Social media advertisement will include the use of Twitter and Facebook.

11. Accessibility, seldom heard and interest group strategy

We recognise that some people and groups may not be comfortable with the digital methods used for the consultation.

We want to ensure that our consultation and engagement is inclusive and that we engage equally with all stakeholders, irrespective of access to and familiarity with digital communications, and that our engagement and consultation is inclusive.

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

- directly mail a newsletter with project information to all stakeholders within the PCZ; and emerging preferred corridor; and provide details of how to access paper copies of other project documents and provide feedback by post
- make important information available in both digital and non-digital formats and we will provide alternate formats for those who need them, as set out in a seldom heard (SH) strategy described further below
- make paper copies of the information available at local information points, along with contact details for the project team who will be able to provide further assistance and send consultation packs to those who are unable to access the material online
- make information available in alternative languages and formats (e.g. large-print, braille), on request
- advertise the consultation and project contact details through a variety of traditional and social media methods
- advertise the availability of telephone call-backs for stakeholders with further questions or who would like to discuss the project further with the project team.

Seldom Heard Strategy

The key objective of the Non-Statutory Consultation Strategy is to undertake a meaningful, purposeful, and informative consultation, with a wide range of stakeholders.

Seldom heard groups can often be overlooked but are essential for demonstrating an effective and inclusive consultation. The wider objectives of this strategy are to:

- ensure under-represented groups are more represented in the non-statutory consultation for the project
- ensure the proposals are presented in a simplistic and non-technical way, including a clear understanding of the consultation process
- ensure the wider benefits and improvements from the project are communicated, and how these are relevant for under-represented groups
- receive feedback from SH groups that could help hape the project's future development in ways that might otherwise be overlooked
- SH groups are defined as being inaccessible to most traditional and conventional methods for any reason. They could include the following:
    - ethnic minority groups and people for whom English is a second language
    - the Traveller community
    - the elderly
    - people with visual and hearing impairments
    - people with limited mobility/disability
    - the 15-19 and 20-39 age groups
    - carers and families with young children
    - economically inactive individuals
    - geographically isolated communities or individuals.

We have discussed how best to engage with SH stakeholders with local authorities and will continue to welcome suggestions for further groups to engage. Methods for engagement with SH and local interest groups have been designed to help engage with these groups, including the communication tools set out in the table below.

- wider interest groups will also be engaged to help reach SH audiences. These interest groups include:
- business groups, such as Local Enterprise Partnerships and Chambers of Commerce
- community groups, such as residents' associations with a close geographical relationship to the project
- educational establishments, including universities, colleges and schools in the local area and wider regions.

Consultation and engagement channels

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

Activity	Objective(s)	Result
Direct engagement with representative groups and organisations	To build up links to groups and organisations we identify as representing SH sections and interest groups in local communities. These could include community groups, youth groups, business groups, activity centres, ethnic minority groups etc.	National Grid can make use of existing communications channels that these community groups have in place to communicate with a wider audience of harder to reach groups and individuals.
Engagement with Ambassadors/ champions (for example, parish councils which have their own communications channels)	To facilitate wider consultation beyond traditional channels. To assist the project team in identifying likely issues and concerns from SH audiences and ways to overcome them.	Feedback is received from SH representatives and individuals.
Online events and webinars, dates and times will be advertised through the following channels: • printed materials • press releases • e-letters/e-shot • paid advertising • social media advertising.	To engage with a wide range of audiences and spread awareness of the proposals and consultation to those who may not otherwise hear about them or have the opportunity to participate. These may be integrated with other consultation activities, such as the programme of digital consultation events.	To enable participation in the consultation process.

SH and interest groups contact database

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

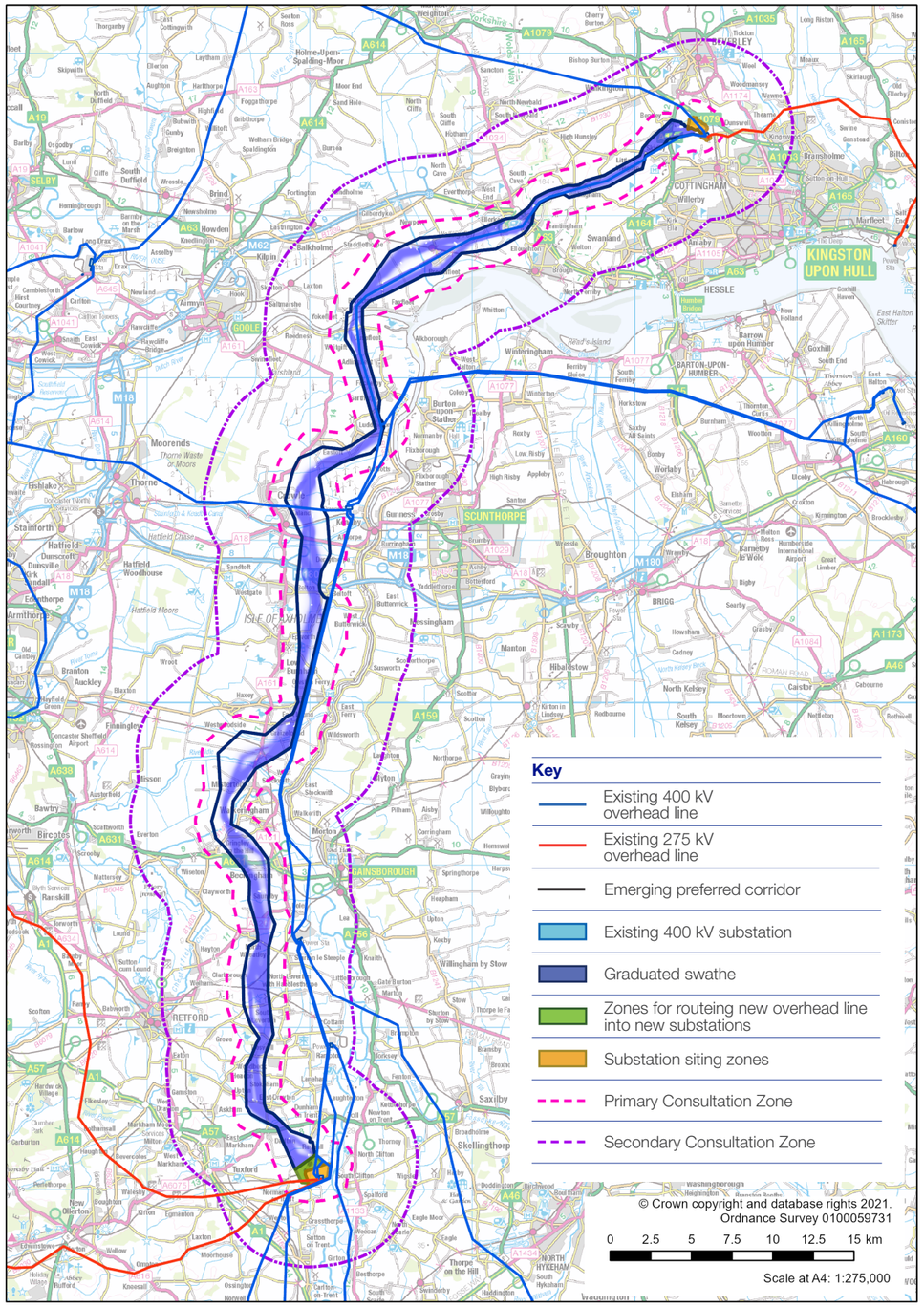
We will use this contact database to ensure these groups and organisations are kept up to date with the development of the scheme through regular mailing, telephone, digital and face to face contact.

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

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



Appendix A – Consultation zones



National Grid plc
1-3 Strand
Charing Cross
London
WC2N 5EH
United Kingdom

nationalgrid.com

Appendix B
Summary of Bassetlaw District Council, East Riding of Yorkshire Council and North Lincolnshire Council consultation responses for the Stage One Non-Statutory Consultation Strategy

Table B1 - Summary of Bassetlaw District Council, East Riding of Yorkshire Council and North Lincolnshire Council consultation responses to Stage One Consultation Strategy

Local authority	Date responded	Summary of comments from LPAs	National Grid's response
Bassetlaw District Council	02 August 2022	• Suggested that there is an event in all parishes along the route. • The district council member briefing should be open to all members not just those directly affected, as its likely that all members will have a view and/or be asked questions about the project.	A Teams meeting was held with Officers of Bassetlaw District Council on the 23 August 2022 to confirm: • National Grid will be offering introductory Project briefings to parish Councils via Teams calls ahead of the start of non-statutory consultation and we will be exploring the potential to group a number of parishes together within the route sections. • Confirmed all Bassetlaw District Council members will be invited to briefings.

Local authority	Date responded	Summary of comments from LPAs	National Grid's response
East Riding of Yorkshire Council	14 July 2022	Confirm happy with the draft consultation strategy and have no comments to make.	Comment noted.
North Lincolnshire Council	15 August 2022	Reviewed the draft document and confirm that the LPA finds the proposed approach to non-statutory consultation acceptable.	Comment noted.
Nottinghamshire County Council	No response		

Appendix C
List of Stage One Consultees

Consultee / Organisation / Ward
Regulators & Prescribed Bodies
Health and Safety Executive
NHS England
North Lincolnshire Clinical Commissioning Group
North East Lincolnshire Clinical Commissioning Group
NHS Lincolnshire Clinical Commissioning Group
Natural England
Historic England
Marine Management Organisation
The Environment Agency
Civil Aviation Authority
National Highways
The Canal and River Trust
Public Health England
The Forestry Commission
Network Rail Infrastructure Ltd
Highways England Historical Rail Estate
NATS En-Route Safeguarding
Royal Mail Group
Homes England
Yorkshire Water
Anglian Water
Cadent Gas Limited
National Grid Gas Plc
Energy Assets Networks Limited
Energy Assets Pipelines Limited
ES Pipelines Limited (part of ESP Utilities Group)
Fulcrum Pipelines Limited
GTC Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Harlaxton Gas Networks Limited
Independent Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Indigo Pipelines Limited
Last Mile Gas Limited
Leep Gas Networks Limited (part of Leep Utilities)
Murphy Gas Networks Limited (part of J. Murphy & Sons Limited)
Quadrant Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Squire Energy Limited
Northern Gas Networks
Eclipse Power Networks Limited
Energy Assets Networks Limited
ESP Electricity Limited (part of ESP Utilities Group)
Forbury Assets Limited (SSE Enterprise)
Fulcrum Electricity Assets Limited
Harlaxton Energy Networks Limited
Independent Power Networks Limited (part of GTC which is owned by BUUK Infrastructure)
Last Mile Electricity Limited

Leep Electricity Networks Limited (part of Leep Utilities)
Murphy Power Distribution Limited (part of J. Murphy & Sons Limited)
The Electricity Network Company Limited (part of GTC)
UK Power Distribution Limited
Utility Assets Limited
Vattenfall Networks Limited
Northern Power Grid
Western Power Distribution
National Grid Electricity Transmission Plc
National Health Service Commissioning Board (NHS England)
Lincolnshire Community Health Services Trust
Lincolnshire Partnership NHS Foundation Trust
Humber Teaching NHS Foundation Trust
Northern Lincolnshire and Goole NHS Foundation Trust
Councils and Wards (Planning, Committee Chairs and Cabinet members)
East Riding of Yorkshire Council
Doncaster Council
Bassetlaw District Council
North Lincolnshire Council
Newark and Sherwood District Council
Hull City Council
West Lindsey District Council
Nottinghamshire county council
Lincolnshire county council
Parish Councils
Woodmansey Parish Council
Cottingham Parish Council
Skidby Parish Council
Rowley Parish Council
South Cave Parish Council
Ellerker Parish Council
Brantingham Parish Council
North Cave Parish Council
Newport Parish Council (the same Clerk as Ellerker)
Elloughton-cum-Brough Parish Council
Swanland Parish Council
Welton Parish Council
Broomfleet Parish Council
Blacktoft Parish Council
Gilberdyke Parish Council
Laxton Parish Council
Twin Rivers Parish Council
Garthorpe and Fockerby Parish Council
Burton upon Stather Parish Council
Amcotts Parish Council
Luddington and Haldenby Parish Council
Eastoft Parish Council
Crowle and Ealand Parish Council

Keadby with Althorpe Parish Council
Belton Parish Council
West Butterwick Parish Council
Epworth Parish Council
Owston Ferry Parish Council
Haxey Parish Council
West Stockwith Parish Council
Misterton Parish Council
Walkeringham Parish Council
Gringley on the Hill Parish Council
Beckingham Parish Council
Clayworth Parish Council
Saundby Parish Council (part of Beckingham PC)
Bole Parish Council (part of Sturton Le Steeple PC)
West Burton Parish Council (part of Sturton Le Steeple PC)
North and South Wheatley Parish Council
Sturton Le Steeple Parish Council
North Leverton with Habblesthorpe Parish Council
South Leverton Parish Council
Treswell Parish Council
Grove Parish Council (part of Headon cum Upton, Grove and Stokeham Parish Council)
Retford Parish Council (town)
Clarborough and Welham Parish Council
Rampton and Woodbeck Parish Council
Headon cum Upton Parish Council
Stokeham Parish Council
Askham Parish Council
East Markham Parish Council
East Drayton Parish Council
Laneham Parish Council
Dunham on Trent Parish Council
Darlton Parish Council (part of Dunham on Trent PC)
Ragnall Parish Council (part of Dunham on Trent PC)
Fledborough Parish Council (part of Dunham on Trent PC)
Marnham Parish Council (part of Normanton on Trent)
Normanton on Trent Parish Council
South Clifton Parish Council
North Clifton Parish Council
MPs
Ms Victoria Atikins - Louth and Horncastle
Dr Caroline Johnson - Sleaford and North Hykeham
Rt Hon. Edward Leigh - Gainsborough
Mr Karl McCartney - Lincoln
Mr Martin Vickers - Cleethorpes
Mr David Davis - Haltemprice & Howden
Mr Andrew Percy - Brigg & Goole
Mr Brendan Clarke-Smith - Bassetlaw
Mr Robert Jenrick - Newark

Mr Graham Stuart - Beverley and Holderness
Mr Karl Turner - Kingston Upon Hull East
Ms Diana Johnson - Kingston Upon Hull North
Ms Emma Hardy - Kingston Upon Hull West and Hessle
Mr Greg Knight - East Yorkshire
Mr Julian Sturdy - York Outer
Mr Nigel Adams - Selby and Ainsty
Mr Ed Milliband - Doncaster North
Ms Rosie Winterton - Doncaster Central
Community Organisations
Community First Yorkshire
Open Spaces Society
Visit North Lincolnshire
Visit East Yorkshire
Humber Bridge Tourist Information Centre
Cottingham Local History Society Group
Lindsey AgeUK
SSAFA Lincolnshire
Supporting Older People
Little House Charitable Trust
The Jack Brunton Charitable Trust
The Principle Trust Children's Charity
Scargill Movement
The Hartley Charitable Trust
Spark & Co
East Riding Health and Wellbeing
Beverley Cherry Tree Community Centre
Beverly Leisure Group
Windmill Walkers (Ramblers)
Ramblers Lincolnshire
Haxey Walkers
Guided Rides North Lincs
Bolsover and District Cycling Club
Clowne Walking Group
Retford & District Wheelers
Bassetlaw Health
Get Active Bassetlaw
Dales Active
Ryedale Walking Group
Walking the Way to Health (East Riding of Yorkshire Council)
East Yorkshire Long Distance Walkers
Get Your Boots On (A Young People's Walking Group)
Swanland u3a (University of the Third Age)
East Yorkshire CTC
Barton Wheelers Cycling Club
East Riding Leisure: South Cave
Two Rivers Band
East Yorkshire RSPB

Swanland Village Organisations
We live here - Haxey
Eastoft Community Information
Crowle Colts FC
Epworth Community Wellbeing Hub
Crowle Peatland Railway
Retford u3a (University of the Third Age)
BECKINGHAM & SAUNDBY – HISTORY GROUP
Beverly RUFC
Isle of Axholme Area Group - Lincolnshire Wildlife Trust
Lincolnshire Police and Crime Commissioner
Lincoln and Lindsey Blind Society
North Lincolnshire Youth Council
North Lincolnshire Special Educational Needs and Disability (SEND)
North Lincolnshire Autism Spectrum Education Team (ASET)
North Lincolnshire Dementia Action Alliance
Alzheimer's Society - North & North East Lincolnshire
Agriculture, Environment, Heritage
The Ramblers Association
National Farmers Union
The British Horse Society
RSPB
The Woodland Trust
Lincolnshire Wildlife Trust
Lincolnshire Wildlife Trust (Gainsborough Area Group)
Lincolnshire Wildlife Trust (Scunthorpe and Brigg Area Group)
Nottinghamshire Wildlife Trust
Yorkshire Wildlife Trust
National Trust
Campaign to Protect Rural England
CPRE Northern Lincolnshire
CPRE North & East Yorkshire
CPRE Peak District & South Yorkshire
CPRE Nottinghamshire
The Victorian Society
Yorkshire Agricultural Society
Farming Community Network
East Riding Archaeological Society
Society for Protection of Ancient Buildings
The Council for British Archaeology
Cottingham Parks
Lincolnshire Rural Support Network
Heritage Lincolnshire
South Yorkshire Archaeology Service
Beverley and North Holderness Internal Drainage Board
Trent Valley Internal Drainage Board
Upper Witham Internal Drainage Board

Isle of Axholme & North Nottinghamshire Water Level Management Board
Doncaster East IDB
Ouse & Humber Drainage Board
Goole & Airmyn IDB
Ouse & Derwent IDB
Humber Nature Partnership
Greater Lincolnshire Nature Partnership
Canal and River Trust
Lincolnshire Rivers Trust
C&RT East Midlands
Humber and Wolds Rural Action
Local Nature Partnerships - North Yorkshire and York
East Yorkshire Rivers Trust
The Gardens Trust
Education
University of Lincoln
University of Hull
Hull College
East Riding College
North Lindsey College
Gainsborough College
Lincoln College
Newark College
Humber Education Trust
Humber Learning Consortium
EDTEC Humber
National Education Union (North Lincs District)
North Lincs Council Adult Education and Community Learning
Engineering UTC Northern Lincolnshire
Healthcare
Humber, Coast and Vale Health and Care Partnership
Humber Transforming Care Partnership (TCP)
Gainsborough Healthcare Group
Faith Groups
CARE
Scunthorpe Central Mosque
Grimsby Central Mosque
East Midlands Synod
Lincolnshire Jewish Community
Grimsby Hebrew Congregation
The Inter Faith Network (North lincs)
The Inter Faith Network (Hull and East Riding)
JUST Lincolnshire
Sports
North Lincs Riding Club
South Humber Riding Club
Sport England

Cycling UK Lincolnshire
Darlton Gliding Club
Doncaster Golf Club
Retford Golf Club
Milfield Golf Complex
Lincoln Golf Club
Gainsborough Golf Club (Thonock Park)
Serlby Park Golf Club
Hessle Golf Club
Sustrans
Sustrans (Yorkshire and the Humber)
Sustrans (East Midlands)
Lincolnshire Ramblers
Scunthorpe Ramblers
Gainsborough Ramblers
Lincolnshire Walking Group
Walking in England
Guided Rides North lincs
East Yorkshire Cycling UK
Lincs Inspire
Business
Hull and Humber Chamber of Commerce - Northern Lincolnshire
Federation of Small Businesses
Confederation of British Industry
Hull and East Yorkshire Local Enterprise Partnership (LEP)
Humber LEP Board (now part of the above)
Greater Lincolnshire LEP
Social Enterprise Yorkshire and Humber
Business Networking Humber East
Invest in North Lincolnshire
Invest Humber
Invest Gainsborough
Cottingham and District Traders Association
Invest East Riding
Business Lincolnshire
Archive - Lincs councillors
Leaders & Planners of Lincolnshire County Council
Executive Councillors of Lincolnshire County Council
Committee Chairs of Lincolnshire County Council
Leaders & Planners of North East Lincolnshire Council
Portfolio Holders of North East Lincolnshire Council
Committee Chairs of North East Lincolnshire Council
Leaders & Planners of East Lindsey District Council
Portfolio Holders of East Lindsey District Council
Committee Chairs of East Lindsey District Council
Leaders & Planners of West Lindsey District Council
Committee Chairs of West Lindsey District Council
Leaders & Planners of Boston Borough Council

Portfolio Holders of Boston Borough Council
Committee Chairs of Boston Borough Council
Planner and Leaders of South Holland District Council
Portfolio Holders of South Holland District Council
Airfield/Airports
Doncaster & Sheffield Airport
Carr Farm Airstrip
Retford Gamston Airport
Grove Farm Airstrip
Stow Airstrip
Sturgate Airfield
Haxey Airstrip
Low Hill Farm Airstrip
Sandtoft Airfield
Mount Airey Airfield
Breighton Airfield

Appendix D
Stage one Non-Statutory Consultation Newsletter



The Great Grid Upgrade

North Humber to High Marnham

Consulting on our early-stage proposals

June 2023

The way we generate electricity in the UK is changing rapidly, and we are transitioning to cheaper, cleaner and more secure forms of energy like new offshore windfarms.

We need to make changes to the network of overhead lines, pylons, cables and other infrastructure that transports electricity around the country, so that everyone has access to the clean electricity from these new renewable sources.

National Grid Electricity Transmission is consulting on proposals for upgrading the electricity network between the North Humber and High Marnham. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

Our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond.

The north of England and the Midlands is at the heart of a modern electricity network and an improved network is critical to carrying more clean green energy and increasing our energy security.

Our proposals include building approximately 90 kilometres (km) of new 400 kilovolt (kV) overhead electricity transmission line between two new substations – one to the north of Hull near Creyke Beck and one at High Marnham in Nottinghamshire. This upgrade is needed to facilitate the connection of new renewable generation and interconnectors that are planned in the area and to increase the capability of the electricity transmission network between the north of England and the Midlands.

Stage 1 public consultation – June to July 2023

Consultation plays an important part in developing our proposals. We are sharing our proposals at this early stage so that your feedback can help to shape our plans as they evolve. Between **1 June 2023 and 27 July 2023** we are holding our first stage of public consultation on our early proposals.

It is important that we hear the views of local people. Knowing what matters to you, matters to us. This consultation is an opportunity for you to comment on our early-stage plans for this upgrade before we refine our proposals further. Feedback from this consultation will help shape our proposals and we will come back after we have considered your views to consult you again with more details and developed plans.

This newsletter provides a high-level summary of our plans, how you can get involved in our engagement activities and where more detailed information can be found.

About National Grid Electricity Transmission

National Grid Electricity Transmission (NGET) is working to build a cleaner, fairer, and more affordable energy system that serves everyone, powering the future of our homes, transport, and industry.

NGET owns, builds, and maintains the electricity transmission network in England and Wales. It is NGET that is developing proposals for the North Humber to High Marnham upgrade.



Our proposals

The new overhead line would be routed from a new substation located in the vicinity of the existing Creyke Beck substation, north of Hull, to a new substation located at High Marnham in Nottinghamshire.

New pylons and conductors (electrical wires) would be located along the route of the proposed new overhead line. We are considering the use of traditional 400 kV lattice steel pylons, which are typically 50 metres in height, with approximately three pylons located per kilometre on a straight section of the route.

We are asking for your feedback on our work to-date to identify an emerging preferred corridor and graduated swathe within which the proposed new line could be located. Our aim is for the proposed upgrade to be operational by 2031.

The new substations need to be in place before this reinforcement and are therefore being developed separately and are subject to separate public consultations.

We have carried out engineering and environmental assessments to identify an emerging preferred corridor, within which the new reinforcement could be located.

We have considered aspects such as residential properties, existing overhead lines and sensitive features from a biodiversity and ecology, historical environment and heritage, and landscape and visual impact perspective.

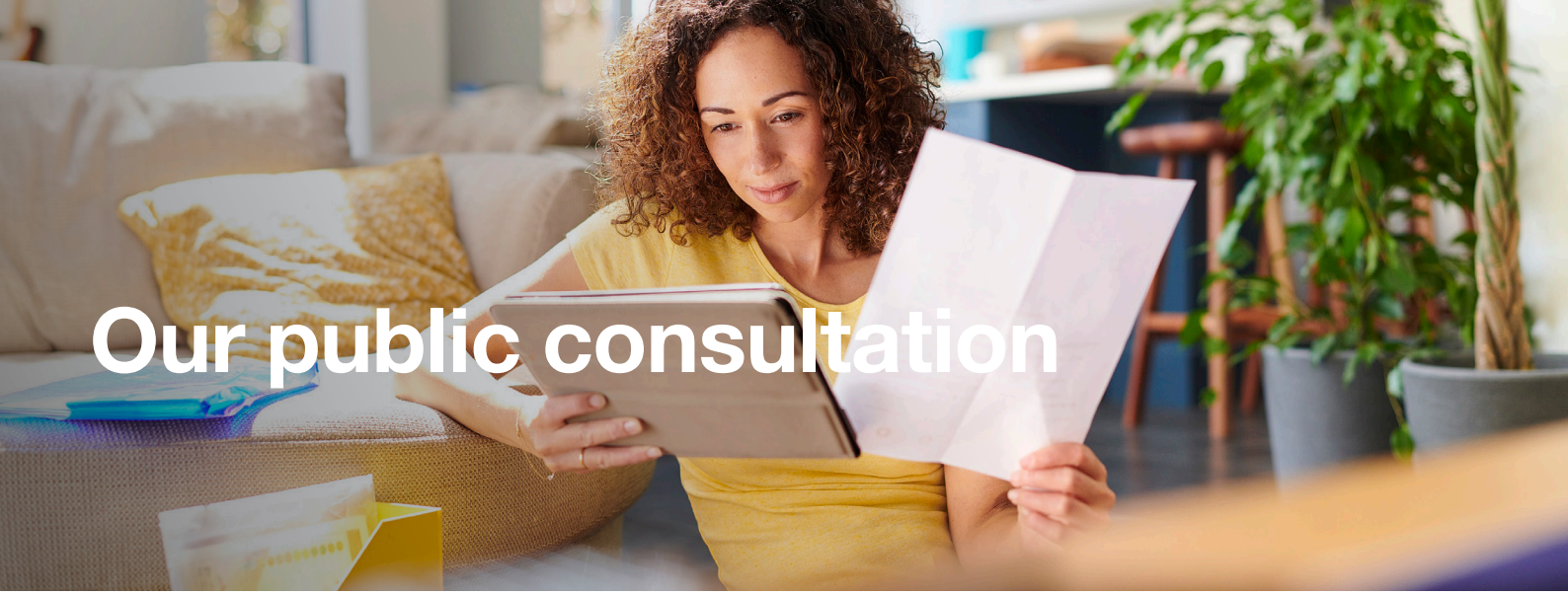
We then considered where it might be more, or less, appropriate to site the new overhead line within the emerging preferred corridor, looking at similar factors. The outcome of this early-stage work is shown by a blue shaded ‘graduated swathe’. This indicates where we currently believe the proposed transmission line might best be located. Darker blue areas of shading represent where it may be more appropriate to route the new line. Lighter blue or unshaded areas, represent where we believe it would be less appropriate.

The emerging preferred corridor and graduated swathe are shown on the opposite side of this newsletter.

Our proposals for public consultation

Our emerging preferred corridor is split into 11 sections to make it easier for people to give feedback about particular areas. Our consultation materials summarise each section in more detail and the reasons for routeing our emerging preferred corridor and graduated swathe. We welcome your feedback on all aspects of our plans, including the areas of interest to you.

You can use our interactive map online to focus in on areas of interest, including each section of the project. This map also links through to more technical plans (referred to as ‘section plans’) for each of the 11 sections, including more detailed plans at a local level. Please get in touch with us if you require assistance with navigating our plans.

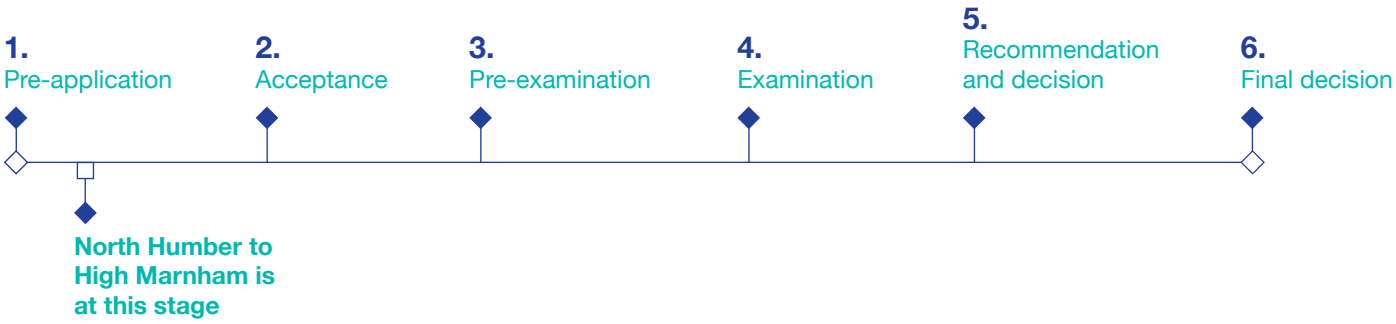


Our public consultation

North Humber to High Marnham is classified as a nationally significant infrastructure project under the Planning Act 2008.

We will need to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. After considering the DCO application, the Planning Inspectorate will make a recommendation to the Secretary of State for Energy Security and Net Zero. The minister will then decide whether development consent should be granted for the project.

Stage of North Humber to High Marnham in the Planning Act 2008 process



We want to ensure that all stakeholders are engaged in the development of our proposals and have the opportunity to comment on them at key decision making points. We want to hear your thoughts on our proposals and your feedback will be carefully considered as we develop our plans further.

Feedback from this consultation, along with technical work and our ongoing environmental assessment, will help to shape our plans. We will share our updated proposals at a second stage of consultation planned for autumn 2024, where we will present more developed plans. Following this, we will finalise our proposals and will report all feedback and our responses to your comments in a Consultation Report which will be submitted with our application for development consent.





How to find out more

Our consultation is running from 1 June 2023 to 27 July 2023. You can take part in the consultation in the following ways:

- **attend a public information event** – Come along to one of our face-to-face public exhibitions
- **attend a webinar** – Join one of our online webinars by registering on our project website, over the phone, or by emailing us
- **visit our website or get in touch** – all the latest information and consultation materials can be found on our website (**nationalgrid.com/nh-hm**). You can also get in touch to speak with a member of the team by telephone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com**
- **request or pick up printed materials** – printed materials are also available on request and from the information points listed in this newsletter.

More detailed information on the project is available in the Project Background Document, which can be found on the project website and in hard copy at the consultation events or on request.

More technical information explaining the routeing and siting options assessed and our preferred options can be found in the Corridor Preliminary Routeing and Siting Study (CPRSS). The Strategic Options Report (SOR) explains the strategic options considered to deliver the necessary network upgrade. Both documents can be found on the project website.

How to respond

Your feedback is important in helping us to develop and refine our plans. You can provide your feedback in the following ways:

Complete a feedback form

We have produced feedback form for you to fill in and submit. Paper copies are available to pick up from our face-to-face consultation events and the local information points listed in this newsletter. You can also download and print a copy of the feedback form from our website and return to us for free by post; alternatively, please get in touch and we will post one to you.

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

Email us

If you prefer to send us your comments via email, you can send them to us at **contact@nh-hm.nationalgrid.com.**

Send us a letter

You can send a letter/or completed feedback form to **Freepost NH TO HM** (no stamp or further address details are required).

Call us

If you have any questions about the project, or require any assistance with providing feedback, please give us a call on **0800 051 4430**. Lines are open Monday to Friday 9:00am – 5:30pm, with an answerphone facility taking messages outside of these hours.

Other information

If you would prefer to receive any information relating to the consultation through the post, or you need it in another format, please get in touch.

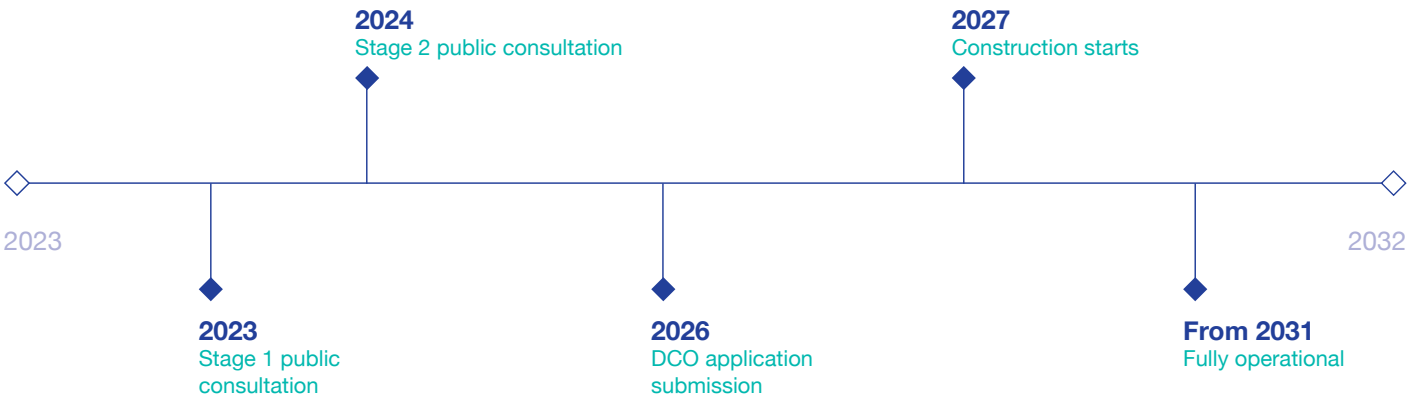


Next steps

The feedback received throughout the first stage of consultation will inform how our plans for North Humber to High Marnham are developed further and will influence the next stage in the design of the project.

Following this consultation, we will review all the feedback we receive and take that into consideration alongside environmental and technical surveys and assessment as we further develop our proposals. A further stage of public consultation will be undertaken in 2024 about more detailed plans.

That will include preliminary environmental information, setting out what we know at that stage about environmental considerations where our plans are located. Feedback from that stage of public consultation will also inform any further work on our proposals, prior to submission of the application for a Development Consent Order.



Contact us

By email: contact@nh-hm.nationalgrid.com

By phone: 0800 051 4430

By post: Freepost NH TO HM (No stamp or further address details are required).

If you feel your land may be affected by these proposals, our dedicated Land Team will be pleased to speak with you. You can contact the North Humber to High Marnham Land Team at Dalcour Maclaren by calling **01270 904929**, writing to **Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU,** or by emailing **NH-HM@dalcourmaclaren.com.**



Consultation events

Consultation events

We welcome you to visit our face-to-face public information events, which are being held at the following locations across the proposed route.

You will have the opportunity to find out more about our proposals, view and take away printed materials and speak to experts within the team.



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



Webinars

Webinars

We welcome you to attend one of our one-hour long online webinar sessions, where we will present details of our proposals followed by an open question and answer (Q&A) session. We are holding a series of general overview and location themed webinars and invite you attend the webinar most relevant to you. You can locate the most relevant section to you by visiting our online interactive map and entering a place or location of interest. You can also look at our Project Background Document for a high-level summary of these sections.

A recording of a general overview presentation will also be available to view on our website. Details on how to sign-up for a webinar (using the software 'Air-meet') are available on the website or by contacting the community relations team by phone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com**.

Webinar session	Date	Start time
Introduction to North Humber to High Marnham project proposals – general overview	**Monday 5 June 2023**	2pm
Our proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse Crossing)	**Thursday 8 June 2023**	10am
Our proposals in Sections 1 (Creyke Beck to Skidby), 2 (Skidby to A63 dual carriageway) and 3 (A63 dual carriageway to River Ouse Crossing)	**Thursday 15 June 2023**	7pm
Our proposals in Sections 4 (River Ouse Crossing), 5 (River Ouse Crossing to Luddington), 6 (Luddington to M180 Motorway) and 7 (M180 Motorway to Graizelound)	**Monday 10 July 2023**	2pm
Our proposals in Sections 4 (River Ouse Crossing), 5 (River Ouse Crossing to Luddington), 6 (Luddington to M180 Motorway) and 7 (M180 Motorway to Graizelound)	**Thursday 13 July 2023**	2pm
Our proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	**Saturday 15 July 2023**	10am
Our proposals in Sections 8 (Graizelound to Chesterfield Canal), 9 (Chesterfield Canal to A620), 10 (A620 to Fledborough) and 11 (Fledborough to High Marnham)	**Tuesday 18 July 2023**	7pm
Introduction to North Humber to High Marnham project proposals – general overview	**Wednesday 19 July 2023**	2pm



Local information points

Local information points

Paper copies of the Consultation Newsletter and Feedback Form are available to collect and reference copies of the Project Background Document, CPRSS and SOR are available to view at one of the following information points. These are located within or in close proximity to the emerging preferred corridor and can be collected from the start of and throughout the consultation period. Please visit our website or check with the relevant venue for the latest opening times. Please get in touch with the project team if you would like any additional printed information.

Public information points

East Riding of Yorkshire

Beverley Library, 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

North Lincolnshire

Crowle Library, Crowle Community Hub, The Market Hall, Market Place, Crowle, North Lincolnshire DN17 4LA

Epworth Library, Chapel Street, Epworth, Doncaster DN9 1HQ

Haxey Library, The Memorial Hall, Haxey, Doncaster DN9 2HH

Bassetlaw

Misterton Library, High Street, Misterton, Doncaster, South Yorkshire DN10 4BU

Retford Library, Churchgate, Retford DN22 6PE

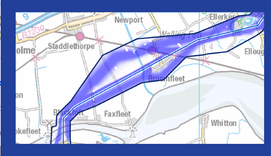
Bassetlaw District Council (Retford office), 17B The Square, Retford DN22 6DB

You can use our interactive map online to focus in on areas of interest, including each section of the project. This can be found at **nationalgrid.com/nh-hm.**

We have also produced individual maps for each section, which can be downloaded online or viewed in person at our public information events.

Existing Creyke Beck substation

Existing High Marnham substation



This map shows our graduated swathe, which is located within our emerging preferred corridor.

This indicates where, at this stage, we believe 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. Lighter blue or unshaded areas, represent where we believe it would be less appropriate.

There are areas within our emerging preferred corridor where we would look to route the new overhead line in close parallel to the existing overhead line. This would minimise overall environmental and socio-economic impacts.

- Existing 400 kV overhead line
- Existing 275 kV overhead line
- Existing 400 kV substations
- Substation siting zones
- Zones for routeing new overhead line into new substations
- Emerging preferred corridor
- Graduated swathe

0 1 2 3 4 5 km

Scale at A1: 1:85000

Appendix E
Stage One Feedback Form



The Great Grid Upgrade

North Humber to High Marnham

Stage one consultation feedback form

June-July 2023

nationalgrid

Overview

National Grid Electricity Transmission is consulting on proposals to build a new high voltage overhead electricity transmission line between a new substation that is needed near our existing Creyke Beck substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

The North Humber to High Marnham proposals will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitating the connection of planned offshore wind generation and interconnectors with other countries, allowing more energy from renewable and low carbon sources to be carried on the network.

Our proposals include building approximately 90 kilometres of new 400,000 volt (400 kV) overhead electricity transmission line between a new 400 kV substation that is needed near our existing Creyke Beck substation to the north of Hull and a new 400 kV substation at High Marnham in Nottinghamshire in the Trent valley.

Your feedback

We are seeking your views on our work to date. Your feedback is important in helping us to develop our proposals in more detail before our statutory consultation in 2024. All feedback received will be recorded and reported in our final Consultation Report, including how we have had regard to your comments.

You can provide feedback during this stage one (non-statutory) consultation by completing this hard copy feedback form or online. You are welcome to answer all or only some of the questions in this feedback form, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation.

These documents are available on our website **nationalgrid.com/nh-hm**. If you wish to receive paper copies of these documents or need them in another format, please get in touch by freephone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com** (please note print charges may apply). An online version of this form can also be submitted via our website.

We have published a set of consultation documents that will provide you with information on the North Humber to High Marnham proposals:

- Project Background Document
- Strategic Options Report
- Corridor Preliminary Routeing and Siting Study.

Please submit your response to this consultation by **11:59pm on 27 July 2023**. We cannot guarantee that responses received after this time will be considered. To return this feedback form free of charge, please write **Freepost NH to HM** (no stamp or further address details are required) on an envelope.

About You

Title: First name:

Surname:

Organisation/group (if responding on behalf of organisation):

Address:

Postcode:

Email address:

❑ Please tick here if you would like us to keep you updated about our proposals via email

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

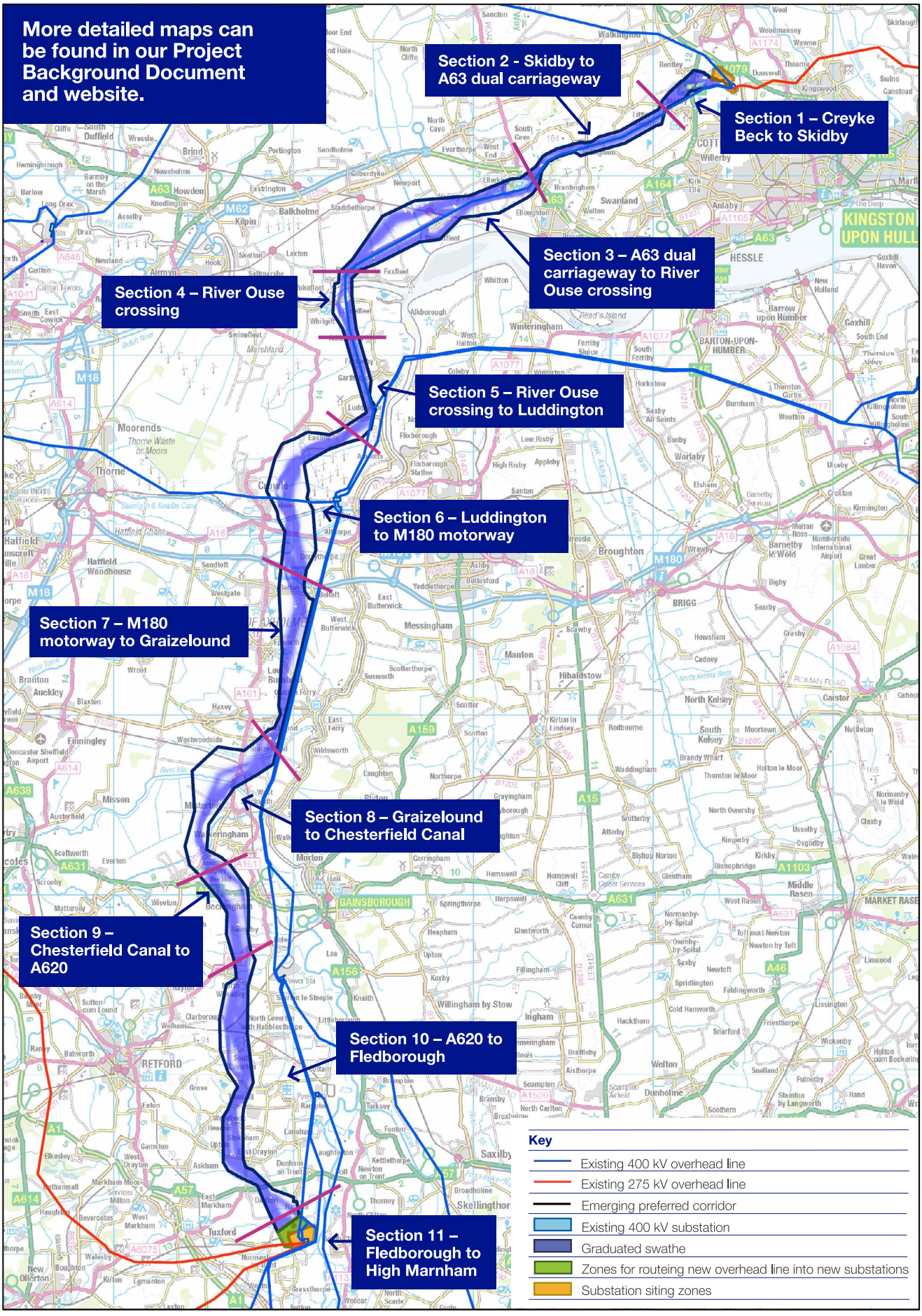
❑ Local resident
❑ Local representative (e.g. Councillor, MP)
❑ Landowner or tenant/occupier within the preferred corridor
❑ Local business owner
❑ Local interest group member (if so, please name)
❑ Statutory organisation (please specify in the text box below)
❑ Other (please specify)

1. Strategic options

Our preferred strategic option is North Humber to High Marnham. More detail on our work to identify this as our preferred strategic option can be found in the Strategic Options Report which outlines why the North Humber to High Marnham reinforcement needs to start in the Creyke Beck area and the different end points and technologies that have been considered. This report can accessed at **nationalgrid.com/nh-hm.**

1a) Do you have any comments to make on our work to identify our preferred strategic option?

Our proposals for North Humber to High Marnham



Emerging preferred corridor and graduated swathe

Following the selection of an emerging preferred corridor, we produced a graduated swathe which indicates where the overhead line alignment could be routed. This shaded area is darker where an alignment is more likely, when considering environmental factors and identified constraints, and is lighter where it is less likely. This swathe remains indicative until more detailed assessment work is done.

We will be bringing forward more detailed proposals for further consultation, which we anticipate will be in 2024. For now, we would like to hear your thoughts about our preferred corridor, the graduated swathe and any considerations you would like us to take into account.

To help provide feedback on the area that is most relevant to you, we have divided our preferred corridor into 11 sections (as shown by the map on page 3 of this form), spanning across the local authorities of East Riding of Yorkshire, North Lincolnshire, Bassetlaw and Nottinghamshire County. These sections are labelled below, with detailed information available in our wider materials on our website **nationalgrid.com/nh-hm.**

Please review our plans and areas of interest to you, and refer to specific locations in your feedback, where possible.

2. The emerging preferred corridor

2a) We considered and assessed several options to select a preferred corridor. Do you agree with the emerging preferred corridor that has been identified for each section of the proposed route?

(Please refer to pages 32-35 in the Project Background Document, which explains this process and for more information, please see the Corridor Preliminary Routeing and Siting Study)

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Creyke Beck – Skidby	❑	❑	❑	❑	❑
Section 2: Skidby – A63 dual carriageway	❑	❑	❑	❑	❑
Section 3: A63 dual carriageway – River Ouse crossing	❑	❑	❑	❑	❑
Section 4: River Ouse crossing	❑	❑	❑	❑	❑
Section 5: River Ouse crossing – Luddington	❑	❑	❑	❑	❑
Section 6: Luddington – M180 motorway	❑	❑	❑	❑	❑
Section 7: M180 motorway – Graizelound	❑	❑	❑	❑	❑
Section 8: Graizelound – Chesterfield Canal	❑	❑	❑	❑	❑
Section 9: Chesterfield Canal – A620 east of North Wheatley	❑	❑	❑	❑	❑
Section 10: A620 east of North Wheatley – Fledborough	❑	❑	❑	❑	❑
Section 11: Fledborough - High Marnham	❑	❑	❑	❑	❑

2b) Please tell us the reason for your answer. Please also use this box to provide any comments you might have about the work we have done to identify our emerging preferred corridor.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

3. The graduated swathe – sections

Our emerging preferred corridor has been split into 11 sections to make it easier for people to give feedback about any particular areas that they may wish to comment on. At each end of the corridor, we are also presenting a substation zone; one at the northern end where a new substation would be located north of Creyke Beck, and one at the southern end around the former High Marnham power station site.

(Please refer to the Project Background Document from page 36. For more information, please also see the Corridor Preliminary Routeing and Siting Study)

3a) Are there any features or considerations that you think we should take into account when developing our plans?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Options within the swathe

We welcome your comments on all sections. There are a number of instances along our emerging preferred corridor where we are considering different options for the potential routeing of the proposed new overhead line. These locations are listed below. We would appreciate your views to help us with the next stage of development of our plans for North Humber to High Marnham.

Section 1: Creyke Beck to Skidby

(see page 38 of the Project Background Document)

This section runs from the new Creyke Beck substation to a point immediately north of the village of Skidby.

3b) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 2: Skidby to A63 dual carriageway

(see page 40 of the Project Background Document)

This section runs from the north of Skidby to the A63 dual carriageway, which is located on the western edge of the Yorkshire Wolds.

3c) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 3: A63 dual carriageway to River Ouse crossing

(see page 42 of the Project Background Document)

This section runs from the A63 dual carriageway, on the western edge of the Yorkshire Wolds to Blacktoft Lane, a road in close proximity to the northern bank of the River Ouse. The proposed new overhead line could be routed to the north or to the south of Ellerker.

3d) Do you have any preference for the new overhead line to be routed to the north or to the south of Ellerker?

3e) Please tell us the reason for your answer.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

3f) Do you have any preference for the line to go to the north or to the south of Broomfleet?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

3g) Please tell us the reason for your answer.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

3h) Do you have any other comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 4: River Ouse crossing

(see page 44 of the Project Background Document)

An existing overhead line crosses the River Ouse at Ousefleet. The new overhead line for North Humber to High Marnham would also need to cross the river. Within our emerging preferred corridor, we are considering building this proposed new overhead line either to the east or to the west of the existing overhead line.

3i) Do you have any preference for the new line to be routed east or west of the existing overhead line?

3j) Please tell us the reason for your answer. Please also use this box to provide any other comments on this section of the route.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 5: River Ouse crossing to Luddington

(see page 46 of the Project Background Document)

The proposed new overhead line would need to cross Ousefleet and Luddington. Within our emerging preferred corridor, there are options for where the crossing should be built, it could be built to the east or to the west of the existing overhead line.

3k) Do you have a preference for the new line to be located east or west of the existing line?

3l) Please tell us the reason for your answer. Please also use this box to provide any other comments on this section of the route.

Section 6: Luddington to M180 motorway

(see page 48 of the Project Background Document)

This section runs between the B1392 Meredyke Lane and the M180 motorway. The graduated swathe moves away from the route of the existing overhead lines to the east of Luddington, and then is located to the north and west of the operational Keadby Wind Farm.

3m) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 7: M180 motorway to Graizelound

(see page 50 of the Project Background Document)

The section runs between the M180 motorway to the north and Stockwith Road/Owston Road between the villages of Graizelound and West Stockwith. The corridor would span across areas of high ground within the Isle of Axholme area.

3n) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 8: Graizelound to Chesterfield Canal

(see page 52 of the Project Background Document)

This section runs between Stockwith Road/Owston Road and Chesterfield Canal to the south. This section of the preferred corridor is generally wider that other areas, following an easterly path and avoiding the settlement of Misterton.

3o) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 9: Chesterfield Canal to A620

(see page 54 of the Project Background Document)

This sections runs between Chesterfield Canal and the A620 Gainsborough Road, northeast of the village of North Wheatley. There are two options for the route within this section, the more westerly route is closer to Gringley on the Hill, while the more easterly route is closer to Beckingham.

3p) Do you have a preference for the new line to be located east or west of the existing line?

3q) Please tell us the reason for your answer. Please also use this box to provide any other comments on this section of the route.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Section 10: A620 to Fledborough

(see page 56 of the Project Background Document)

The section runs from the A620 south to a point approximately 1 km from the existing High Marnham 400 kV substation.

3r) Do you have any comments about this section of the route?

Section 11: Fledborough to High Marnham

(see page 58 of the Project Background Document)

The final section of the corridor begins approximately 1 km northwest of the existing High Marnham substation and indicates where the new substation could be located. Work is ongoing to identify the most appropriate location for the new substation within this zone and this will influence the final route of the new overhead line.

3s) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

4. Other requirements

Associated works and other aspects

Alongside the proposed new overhead line network reinforcement, additional land will also be required to build and reduce the potential impacts of the proposed reinforcement. These include, but are not limited to, the following:

- temporary land for construction activities including working areas for construction equipment and machinery, site offices, welfare, storage and access; and
- land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process and Biodiversity Net Gain.

Details about those aspects are still to-be developed. More information will be provided in a further round of consultation, which we expect to hold in 2024.

4a) Do you have any general comments about these aspects at this stage that you would like us to consider? If your comment relates to a specific section of the route, please tell us which section your comment relates to.

5. Refining our proposals

Alongside reviewing and considering consultation feedback, we will carry out further assessments to help us decide where we could locate new infrastructure within the preferred corridor and graduated swathe.

5a) Is there anything we could do to reduce the effects of a new overhead line?

5b) Are there any other considerations we should take into account when developing our proposals?

National Grid Electricity Transmission has a Community Grant Fund available to charitable and non-for-profit organisations to apply for funding for community-based initiatives in locations where our works are taking place. You can read more about that at **nationalgrid.com/responsibility/community/community-grant-programme.**

5c) In addition to our Community Grant Fund, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

6. Our consultation

Please let us know your views on the quality of our (printed and online) consultation materials, our face-to-face consultation events, how we have notified people about our proposals, and anything else related to this consultation.

6a) Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- ❑ Received a letter from National Grid
- ❑ Received a newsletter from National Grid
- ❑ Received an email from National Grid
- ❑ Received information from a local authority
- ❑ Informed by a local elected representative
- ❑ Saw an advert in a local newspaper
- ❑ Saw social media coverage
- ❑ Saw coverage in local and/or national media
- ❑ Word of mouth
- ❑ Other (please specify)

6b) Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand:

- ❑ Very good
- ❑ Good
- ❑ Average
- ❑ Poor
- ❑ Very poor
- ❑ Unsure

Reasons for answer

6c) Please rate how well this consultation was promoted and advertised to the public:

- ❑ Very good
- ❑ Good
- ❑ Average
- ❑ Poor
- ❑ Very poor
- ❑ Unsure

Reasons for answer

6d) Did you attend one of our face-to-face or online consultation events?

❑ Yes, face-to-face ❑ Yes, online ❑ Yes, both ❑ No

6e) How informative did you find our consultation events and/or our consultation materials?

❑ Very informative ❑ Quite informative ❑ Not informative ❑ No opinion

6f) Do you have further comments about our consultation process or anything we can improve about our consultation?

7. Additional questions – net zero

North Humber to High Marnham will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network.

The below questions ask for your views on net zero.

7a) 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 (as described on pages 20-23 in the Project Background Document and in the Strategic Options Report)?

❑ Strongly agree ❑ Agree ❑ Neither agree nor disagree
❑ Disagree ❑ Strongly disagree ❑ Unsure

7b) Please use this space, if you wish, to expand on the reason for your answer.

7c) How concerned are you about the following? Please tick as relevant:

	Very concerned	Concerned	Neutral	Not that concerned	Not at all concerned
The effect of climate change /global warming on your life.	❑	❑	❑	❑	❑
The effect of climate change /global warming on the lives of future generations.	❑	❑	❑	❑	❑

7d) To what extent do you agree or disagree with each of the following statements?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
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, reinforcing the network to transport this energy to where it is needed most is important.	❑	❑	❑	❑	❑
Having domestic energy sources and the associated infrastructure will help increase the UK's energy security.	❑	❑	❑	❑	❑
Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.	❑	❑	❑	❑	❑

7e) Please use this space, if you wish, to expand on the reason for your answer.

8. Equality and diversity

National Grid would be grateful if you could answer the following inclusion and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements.

We may publish a summary of the results, but no information about an individual would be revealed. The answers you provide to this question are defined as 'special category data'. If you agree to provide Inclusion and Diversity information, you can withdraw your permission at any time.

To withdraw your details, please contact us via email at **contact@nh-hm.nationalgrid.com.**

If you wish to receive consultation documents in hard copy, or in another format, please send us a request using the details provided within this response form and National Grid will organise for relevant materials to be issued.

1. What is your gender?

- ❑ Male
- ❑ Female
- ❑ Non-binary
- ❑ Prefer not to say

2. Do you consider yourself a person with a disability?

- ❑ Yes
- ❑ No
- ❑ Prefer not to say

3. How would you describe your ethnic background?

- ❑ White English, Welsh, Scottish, Northern Irish or British
- ❑ Irish
- ❑ Gypsy or Irish Traveller
- ❑ Any other White background
- ❑ Mixed or Multiple ethnic groups
- ❑ White and Black Caribbean
- ❑ White and Black African
- ❑ White and Asian
- ❑ Any other Mixed or Multiple ethnic background (please state)

- ❑ Asian or Asian British
- ❑ Indian
- ❑ Pakistani
- ❑ Bangladeshi
- ❑ Chinese
- ❑ Any other Asian background
- ❑ Black, African, Caribbean or Black British
- ❑ African
- ❑ Caribbean
- ❑ Any other Black, African or Caribbean background (please state)

- ❑ Arab
- ❑ Any other ethnic group (please state)

- ❑ Prefer not to say

4. What is your age?

- ❑ Under 16
- ❑ 16-24
- ❑ 25-34
- ❑ 35-44
- ❑ 45-54
- ❑ 55-64
- ❑ 65+
- ❑ Prefer not to say

9. Further comments

Data privacy notice

National Grid is committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR).

How will National Grid use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including:

- to analyse your feedback to the consultation
- to produce a *Consultation Report*, based on our analysis of responses (individuals will not be identified in the Report)
- to write to you with updates about the results of the consultation and other developments
- to keep up-to-date records of our communications with individuals and organisations.

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- National Grid
- the Planning Inspectorate (which will consider our application for consent to build the North Humber to High Marnham reinforcement – any details published as part of this process will be anonymised)
- the Secretary of State (who will take the decision on our application)
- our legal advisers
- consultants working on the North Humber to High Marnham.

What rights do I have over my personal data?

Under the terms of the UK GDPR you have certain rights over how your personal data is retained and used by National Grid. For more information, see our full data privacy statement:
nationalgrid.com/privacy-policy

Contact us

By email: contact@nh-hm.nationalgrid.com
By Freephone: 0800 051 4430
Visit our website: nationalgrid.com/nh-hm

Please note our Freephone line is open Monday to Friday 9am to 5:30pm; please leave a message outside of these times.



Appendix F
Stage one Non-Statutory Consultation Launch Letters, Press Releases and Social Media Material

Our Ref: WSP Contact ID
Dalcour Maclaren Ref: 22003243.PartyID

«Proper_Officer»
«Addressee»
«Address_1»
«Address_2»
«Address_3»
«Address_4»
«Address_5»
«Address_6»

1 Staplehurst Farm
Weston on the Green
Bicester
Oxfordshire
OX25 3QU

T 0333 188 3511
E NH-HM@dalcourmaclaren.com

DATE

Dear «Salutation»

North Humber to High Marnham Electricity Network Reinforcement

The way electricity is generated in the UK is changing rapidly, and is transitioning to cheaper, cleaner, and more secure forms of energy like new offshore windfarms. National Grid Electricity Transmission (NGET) need to make changes to the network of overhead lines, pylons, cables and other infrastructure so that everyone has access to the clean electricity from these new sources. These proposals are part of The Great Grid Upgrade – the largest overhaul of the electricity transmission network in generations.

National Grid is proposing to build a new 400kV (400,000 volt) overhead electricity transmission line between a new substation to the north of Hull in the Creyke Beck area and a new substation at High Marnham in Nottinghamshire.

More information about the proposed upgrade can be found on the project website at www.nationalgrid.com/nh-hm.

Who are National Grid Electricity Transmission (NGET)?
NGET own and maintain the high-voltage electricity transmission network in England and Wales. Electricity generated from wind farms and power stations is transported through the high-voltage network and then on to the lower voltage electricity distribution system to reach homes and businesses. National Grid is investing in the network to connect more and more low carbon electricity - a crucial and pivotal role in turning the UK's Net Zero ambitions into reality.

Why am I being contacted?
National Grid has undertaken preliminary studies and assessments to develop its North Humber to High Marnham proposals and have now identified an emerging corridor on which it will consult. Land Registry records indicate that you are a landowner / leaseholder within that corridor, and we want to ensure that you have an opportunity to comment on the proposals.

What happens next?
You may have already received National Grid's consultation newsletter informing you of their first stage of public consultation (a copy of which is enclosed for your information). This consultation will be an opportunity for you to provide feedback on the proposals and the work undertaken to date. As part of the consultation process National Grid will be hosting events which you are invited to attend.

In addition to the feedback received at consultation, National Grid will be requesting access to land to complete surveys to inform the decision-making process. Initially these surveys will be completed on-foot by National Grid's environmental consultants and will be coordinated by Dalcour Maclaren. At the consultation events, there will be an opportunity for you to meet with members of the wider Project team and the Lands team to discuss your land and its location in relation to the emerging corridor.

You will shortly receive further correspondence from us to clarify occupier and contact details for your land holding ahead of us seeking access to land for surveys if required.

It is important to note that a request to undertake surveys on any piece of land does not mean that it will necessarily form part of the route or have infrastructure placed on or in it.

What if I have questions?
Dalcour Maclaren have been appointed to act on behalf of National Grid as consultant land agents for the project and we will be your main point of contact going forward. Please do feel free to get in touch with us on 0333 188 3511 or by email NH-HM@dalcourmaclaren.co.uk.

Yours sincerely

[redacted]

Dalcour Maclaren
Enc. National Grid Project Newsletter

Data Protection: Dalcour Maclaren act as a Processor on behalf of National Grid with regard to the personal data we collect and process about you. For more information about how National Grid use your personal data, please refer their privacy policy at https://www.nationalgrid.com/privacy-policy

1-3 Strand London
WC2N 5EH
www.nationalgrid.com

T: 0800 051 4430
E: contact@nh-hm.nationalgrid.com
nationalgrid.com/nh-hm

SENT VIA EMAIL

Thursday 1 June 2023

Dear Councillor,

National Grid Electricity Transmission – North Humber to High Marnham – stage one consultation: 1 June to 27 July 2023

I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to upgrade the high voltage electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

Further to my letter of 24 May 2023, I am writing to let you know that our first stage of public consultation has now started. The consultation is running for eight weeks, from 1 June to 27 July 2023.

We are contacting you as a councillor who may have an interest in the project and/or whose ward is located within 1 km of our emerging preferred corridor.

North Humber to High Marnham – project background

The way we generate electricity in the UK is changing rapidly, as we are transitioning to cheaper, cleaner and more secure forms of energy like new offshore windfarms. We need to make changes to the network of overhead lines, pylons, cables and other infrastructure that transports electricity around the country, so that everyone has access to the clean electricity from these new renewable sources.

As part of this, we are proposing to build a new high voltage electricity transmission line and associated works between a new substation north of Hull at Creyke Beck in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire. The proposed reinforcement would involve the construction and operation of approximately 90 km of new 400,000 volt (400 kV) overhead electricity line across the local authority areas of East Riding of Yorkshire, North Lincolnshire and Bassetlaw. It currently has an anticipated earliest operational date of 2031.

The upgrade – referred to as '**North Humber to High Marnham'** – is required to increase the capability of the electricity transmission network between the north of England and the Midlands. It is also needed to facilitate the connection of proposed new offshore wind that is planned in the area. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

1-3 Strand London
WC2N 5EH
www.nationalgrid.com

T: 0800 051 4430
E: contact@nh-hm.nationalgrid.com
nationalgrid.com/nh-hm

Stage 1 consultation – 1 June to 27 July 2023

From 1 June 2023 to 27 July 2023, we are holding our first stage of public consultation to:

- introduce NGET and our proposals to you;
- explain why we must build new electricity transmission infrastructure in this area and what technology is considered the best to use;
- outline the work carried out to identify our emerging preferred route corridor and graduated swathe (within which the new reinforcement would be routed);
- ensure all stakeholders have the opportunity to provide feedback on our work to date and hear your views about where within our emerging preferred corridor and graduated swathe the exact route could be located, and how we should approach building this vital infrastructure; and
- outline next steps and programme and how we will further develop our proposals.

Our consultation is open to anyone who may have an interest in our proposals – residents, communities, landowners, local businesses and interest groups, as well as elected representatives and prescribed consultees such as the Environment Agency, Natural England and Historic England.

Consultation events and webinars

We welcome you to visit our face-to-face public information events, which are being held at locations across the emerging preferred corridor, as well as our online webinar sessions, where we will present details on our proposals followed by an open question and answer (Q&A) session. You can find out more by reading our consultation newsletter (enclosed with this letter) or by visiting our project webpage at nationalgrid.com/nh-hm

Our newsletter and website also list the information we have available as part of our stage 1 consultation. If you would like any information in printed or alternative format (such as braille, large print of alternative language), please get in touch using the details below.

How to provide feedback

We encourage you to read our consultation materials, including our Project Background Document, Corridor and Preliminary Routeing and Siting Study and Strategic Options Report to help inform your feedback. You can provide your feedback in the following ways:

- **Complete a feedback form:** Paper copies are available to pick up from our consultation events, information points (listed in our newsletter), or posted to you on request. A PDF copy can also be downloaded online and as on online form on our website (nationalgrid.com/nh-hm).
- **Send us a letter:** You can send a letter/or completed feedback form to **Freepost NH TO HM** (no stamp or further address details are required).
- **Email us:** If you prefer to send us your comments via email, you can send them to us at contact@nh-hm.nationalgrid.com

1-3 Strand London
WC2N 5EH
www.nationalgrid.com

T: 0800 051 4430
E: contact@nh-hm.nationalgrid.com
nationalgrid.com/nh-hm

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

For any further questions or information, please email contact@nh-hm.nationalgrid.com or call us on 0800 051 4430 to speak with a member of the community relations team. The project webpage can also be accessed at nationalgrid.com/nh-hm, which will be updated with the latest stage 1 consultation information on 1 June 2023.

We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham
National Grid Electricity Transmission
Email: contact@nh-hm.nationalgrid.com
Freephone information line: 0800 051 4430
Freepost: FREEPOST NM TO HM (please write in capitals, you do not need a stamp)

Enclosed:

- Consultation newsletter

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SENT VIA EMAIL

Thursday 1 June 2023

Dear Sir/Madam,

National Grid Electricity Transmission – North Humber to High Marnham – stage one consultation: 1 June to 27 July 2023

I am writing to you on behalf of National Grid Electricity Transmission (NGET) to introduce our proposals to upgrade the high voltage electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

Our first stage of public consultation has just started and is running for eight weeks from 1 June to 27 July 2023.

We are contacting you as a local community group, business group, or organisation who may be interested in our proposals.

North Humber to High Marnham – project background

The way we generate electricity in the UK is changing rapidly, as we are transitioning to cheaper, cleaner and more secure forms of energy like new offshore windfarms. We need to make changes to the network of overhead lines, pylons, cables and other infrastructure that transports electricity around the country, so that everyone has access to the clean electricity from these new renewable sources.

As part of this, we are proposing to build a new high voltage electricity transmission line and associated works between a new substation north of Hull at Creyke Beck in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire. The proposed reinforcement would involve the construction and operation of approximately 90 km of new 400,000 volt (400 kV) overhead electricity line across the local authority areas of East Riding of Yorkshire, North Lincolnshire and Bassetlaw. It currently has an anticipated earliest operational date of 2031.

The upgrade – referred to as '**North Humber to High Marnham'** – is required to increase the capability of the electricity transmission network between the north of England and the Midlands. It is also needed to facilitate the connection of proposed new offshore wind that is planned in the area. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

Stage 1 consultation – 1 June to 27 July 2023

From 1 June 2023 to 27 July 2023, we are holding our first stage of public consultation to:

- introduce NGET and our proposals to you;

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- explain why we must build new electricity transmission infrastructure in this area and what technology is considered the best to use;
- outline the work carried out to identify our emerging preferred route corridor and graduated swathe (within which the new reinforcement would be routed);
- ensure all stakeholders have the opportunity to provide feedback on our work to date and hear your views about where within our emerging preferred corridor and graduated swathe the exact route could be located, and how we should approach building this vital infrastructure; and
- outline next steps and programme and how we will further develop our proposals.

Our consultation is open to anyone who may have an interest in our proposals – residents, communities, landowners, local businesses and interest groups, as well as elected representatives and prescribed consultees such as the Environment Agency, Natural England and Historic England.

Consultation events and webinars

We welcome you to visit our face-to-face public information events, which are being held at locations across the emerging preferred corridor, as well as our online webinar sessions, where we will present details on our proposals followed by an open question and answer (Q&A) session. You can find out more by reading our consultation newsletter (enclosed with this letter) or by visiting our project webpage at nationalgrid.com/nh-hm

Our newsletter and website also list the information we have available as part of our stage 1 consultation. If you would like any information in printed or alternative format (such as braille, large print of alternative language), please get in touch using the details below.

How to provide feedback

We encourage you to read our consultation materials, including our Project Background Document, Corridor and Preliminary Routeing and Siting Study and Strategic Options Report to help inform your feedback. You can provide your feedback in the following ways:

- **Complete a feedback form:** Paper copies are available to pick up from our consultation events, information points (listed in our newsletter), or posted to you on request. A PDF copy can also be downloaded online and as on online form on our website (nationalgrid.com/nh-hm).
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We look forward to hearing from you.

Yours sincerely,

[redacted]

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SENT VIA EMAIL

Thursday 1 June 2023

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I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to upgrade the high voltage electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

I am writing to let you know that our first stage of public consultation has now started, running for eight weeks, from 1 June to 27 July 2023.

We are contacting you as a neighbouring local planning authority that may have an interest in our proposals.

North Humber to High Marnham – project background

The way we generate electricity in the UK is changing rapidly, as we are transitioning to cheaper, cleaner and more secure forms of energy like new offshore windfarms. We need to make changes to the network of overhead lines, pylons, cables and other infrastructure that transports electricity around the country, so that everyone has access to the clean electricity from these new renewable sources.

As part of this, we are proposing to build a new high voltage electricity transmission line and associated works between a new substation north of Hull at Creyke Beck in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire. The proposed reinforcement would involve the construction and operation of approximately 90 km of new 400,000 volt (400 kV) overhead electricity line across the local authority areas of East Riding of Yorkshire, North Lincolnshire and Bassetlaw. It currently has an anticipated earliest operational date of 2031.

The upgrade – referred to as '**North Humber to High Marnham'** – is required to increase the capability of the electricity transmission network between the north of England and the Midlands. It is also needed to facilitate the connection of proposed new offshore wind that is planned in the area. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

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- explain why we must build new electricity transmission infrastructure in this area and what technology is considered the best to use;
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Consultation events and webinars

We welcome you to visit our face-to-face public information events, which are being held at locations across the emerging preferred corridor, as well as our online webinar sessions, where we will present details on our proposals followed by an open question and answer (Q&A) session. You can find out more by reading our consultation newsletter (enclosed with this letter) or by visiting our project webpage at nationalgrid.com/nh-hm

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We look forward to hearing from you.

Yours sincerely,

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SENT VIA EMAIL

Thursday 1 June 2023

Dear Parish Council,

National Grid Electricity Transmission – North Humber to High Marnham – stage one consultation: 1 June to 27 July 2023

I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to upgrade the high voltage electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

Further to my letter of 24 May 2023, I am writing to let you know that our first stage of public consultation has now started. The consultation is running for eight weeks, from 1 June to 27 July 2023.

We are contacting you as a parish council that is located within 1 km of our emerging preferred corridor and may be interested in the project.

North Humber to High Marnham – project background

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We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham
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Enclosed:

- Consultation newsletter

Example of Stage one Non-Statutory Consultation Press Release

News

Family's day out at theme park ends in horror as young girl is rushed off to hospital

By JOE GRIFFIN
news@lincolnshireecho.co.uk

A YOUNG girl from Lincolnshire suffered a freak accident at a theme park during a surprise day out with her family.

Freda Nunn, 36, and her husband took their two youngest daughters to Gulliver's Valley in South Yorkshire on Sunday, May 21 as a surprise - but it soon took a turn for the worse.

Macie, 9, was pushing a metal chair over to where they were planning to eat lunch and she ended up falling into it, piercing her leg. Macie and her mum were taken to Sheffield Children's Hospital, where she had to go down to theatre and get a tetanus shot, reports Yorkshire Live.

Mum-of-five Freda is now calling for the park to make sure a similar accident doesn't happen again. The family had travelled over from Lincolnshire on Sunday with the intention of spending the day and night at the Gulliver's Valley Theme Park. They'd been there about three hours when they decided to get something to eat after finishing on a ride.

CHILD IMPALED BY RUSTY CHAIR LEG


Macie's heavily bandaged leg

The kids ran ahead and found a table, and went to pull some chairs over from nearby tables so there was enough for them and their family friends they were with. "Macie was pushing one of these metal chairs across the ground and it fell forward and she went with it," Freda said.

"Everything went in slow motion for me. The chair leg was sharp and rusty and it went through the top of her leg at the side.

"It nearly went all the way through, I could see it poking underneath her skin. I just keep thinking, imagine if it had gone through her chest instead. It was a traumatic experience and a very scary time. It was just a disaster."

An air ambulance landed at Gulliver's Valley to help administer painkillers to Macie. A road ambulance rushed her and Freda to the hospital, where she stayed overnight before going down to theatre in the morning, and was released on Monday evening (May 22).

"She's one brave and determined girl and she won't let things affect her for too long," Freda said. "She's able to walk around now but she's still having pain and can't straighten her leg properly.

"She's had some trouble sleeping but she's doing OK. My husband is struggling to sleep because every time he closes his eyes he sees it happening again. I'm not sure it's fully hit me yet, I just want her to be OK."

Freda persuaded her husband to stay at the park with their other daughter to keep her mind off what had happened, and praised the park's staff for their help after the accident. Gulliver's Valley has offered the family a replacement visit once Macie gets back on her feet.

"I just think metal chairs like that shouldn't have been out," Freda said. "They should at least have been checked more regularly to make sure they were safe.

"Maybe plastic bits on the bottom so they weren't so sharp. The park have since taken the chairs away but I would like to see evidence that they're taking action to review its health and safety policies and make sure something similar doesn't happen again.

"It was a freak accident and I know no one specifically is to blame but I do feel the health and safety needs to be checked - it shouldn't have been allowed to happen."

A spokeswoman for Gulliver's Valley said: "As a family business we take the health and wellbeing of our customers extremely seriously. Our staff were in contact with the family throughout this incident and we will liaise with them directly on any further issues raised."


The family intended to stay for a day and night at Gulliver's Valley



National Grid Electricity Transmission is consulting on proposals to reinforce the high voltage electricity transmission network between a new substation at Creyke Beck, to the north of Hull, and a new substation at High Marnham in Nottinghamshire.

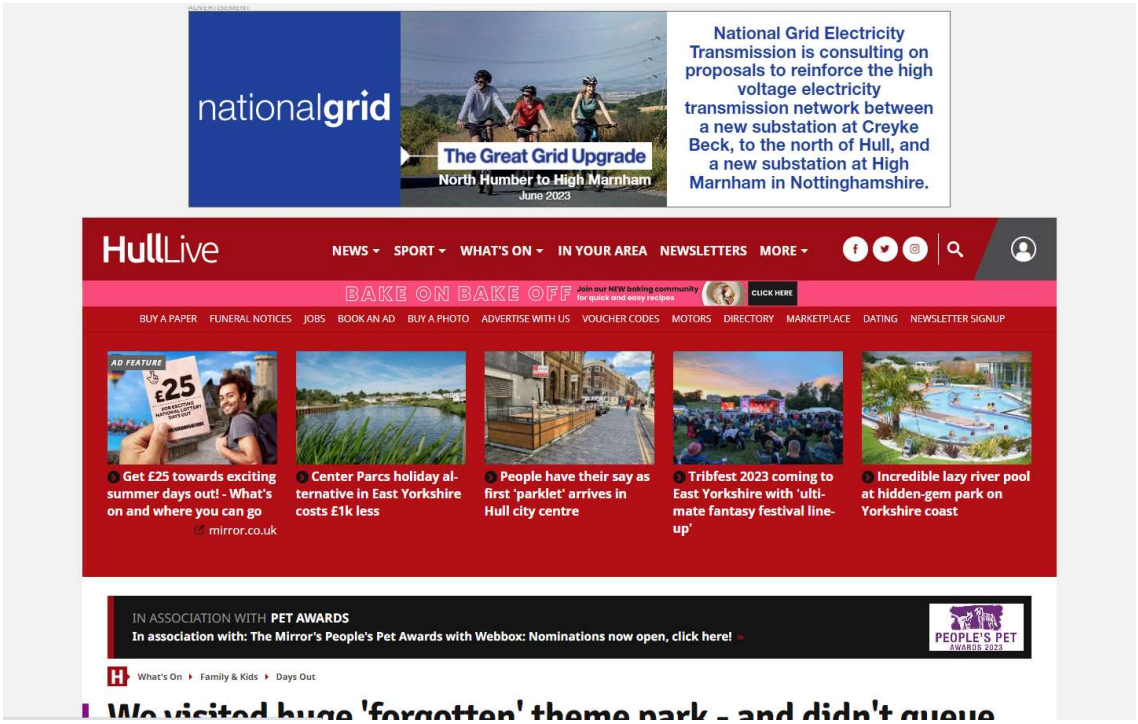
Our first stage of consultation is running from **1 June** until **27 July 2023**.

It is important that we hear the views of local people. Knowing what matters to you, matters to us.

To find out more about the proposals, our public information events, online webinars, and how to provide your feedback you can:

visit our project website **nationalgrid.com/nh-hm** (scan the QR code to be taken directly there) email us at **contact@nh-hm.nationalgrid.com** call us on **0800 051 4430**

Example of Stage one Non-Statutory Consultation Social Media materials



Appendix G
Stage one non-statutory consultation feedback from local authorities and prescribed consultees

Appendix G Stage one non-statutory consultation feedback from local authorities and prescribed consultees

This appendix presents the consultation feedback received from local authorities and prescribed consultees[1] during the stage one non-statutory consultation and National Grid's responses to that feedback. The National Grid responses were written in the context of the information available at the time of writing this report following the stage one non-statutory consultation. Information provided is therefore subject to change as the Project develops.

Belton Parish Council – Summary of Consultation Feedback Response
• Objection to proposals based on visual and environmental impact on the area, including Isle of Axholme and particularly the village of Beltoft. Notes that Isle of Axholme is a proposed site of outstanding natural beauty and Beltoft has historic strip farming. • Preference for undergrounding of overhead lines. If undergrounding is not possible, the option with the least visual impact should be chosen.
National Grid's Response to feedback received
As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation and is available on our Project website. National Grid has considered the sensitivities of this area in the routeing of the new overhead line and the preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. We have updated our proposals in the light of non-statutory consultation feedback, and our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation. Of note 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 Church of St Martin. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify potential for significant effects on receptors, including the village of Beltoft and identify the need for any additional mitigation. We are also undertaking a Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. 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 - now known as National Landscape), 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 a National Landscape. National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project. National Grid has also considered the Isle of Axholme Area of Special Historic Landscape Interest whilst developing it's proposals from an early stage. The preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. Whilst also maintaining some distance to reduce cumulative interactions. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location.

[1] Prescribed consultees in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

We have updated our proposals in light of the stage one non-statutory consultation feedback, and we will continue to reflect on the detail of any feedback and back-check and update the Project as appropriate and necessary. The explanation for taking our preferred alignment forward is outlined in the DDR presented at our statutory consultation.

Beverley & North Holderness Internal Drainage Board - Summary of Consultation Feedback Response
• The proposed route lies outside of the Board's drainage district, therefore no comment to make on consultation.
National Grid's Response to feedback received
National Grid notes the Internal Drainage Board's comments

Blacktoft Parish Council - Summary of Consultation Feedback Response
• Support the proposals to a degree and understand the need. • The Parish Council would like to understand why the lines diverge bringing the new pylons closer to properties including Blacktoft parish church. • Can the cables be laid underground? • Do the cables have to be suspended on a second line of pylons?
National Grid's Response to feedback received
National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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) (AONBs were recently rebranded as National Landscapes), 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, we believe that undergrounding in this area is not appropriate or policy compliant. Based on our assessments to date an overhead line is considered appropriate, and best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. Blacktoft lies within Route Section 3 of our proposals. In this area we are proposing to keep the new overhead line in close parallel with, and to the north of the existing 400kV overhead line. This keeps the new overhead line further from Blacktoft, including the Grade II Listed Church of Holy Trinity. In addition to this, there is an ecological preference to remain in close parallel with the existing overhead line in this location, which minimises the impact of new overhead line on migrating birds in the area, particularly where in close proximity to the local SSSI, SAC and SPA. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify potential for significant effects on receptors, including cultural heritage receptors such as Listed Buildings and identify the need for any additional mitigation. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. In regard to the suggestion to fit new cables to existing pylons, there are many factors involved in the capacity of new overhead line circuits. The dimensions of the tower limit the voltage and capacity of conductors that can be carried, although existing towers could potentially accommodate moderate increases in voltage to 550kV, with changes in UK legislation required. This would only equate to an increase of 2GW on a Double Circuit overhead line route compared to circa 7GW of our proposal. We are also required by our design standards (National Electricity Transmission System Security and Quality of Supply Standards) to consider the fault or loss of a double circuit on our system, i.e. circuits on both sides of our tower/pylons being out of service. Therefore, we would need to replace multiple

circuits and provide additional substation equipment to accommodate the higher voltages at each location. Even if all the existing circuits in the vicinity of this project were uprated to a higher 550kV voltage, whilst also accommodating a fault on of one of the uprated double circuits, an uprated existing network would require 4 circuits to be uprated to match the capacity provided by the project. There would also be a potential requirement for additional equipment such as power flow control and voltage control, as a 550kV solution does not provide additional routes for the energy to flow, unlike the proposal. A solution uprating the existing network would come at a much higher cost, and introduce further technical issues to the network, whilst not providing additional paths for energy to flow on the network therefore being less resilient and flexible to meet future need.

Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation. We will continue to back-check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.

Brantingham Parish Council - Summary of Consultation Feedback Response

- The proposals follow the easiest and the cheapest solution.
- The proposals should be underground where possible as much of the emerging preferred corridor already has existing pylons/overhead cables.
- A cable running under the sea and along the coast to south Lincolnshire/North Norfolk, coming inland and over land to High Marnham suggested as an alternative.
- Section 2 contains areas of the highest landscape value and any additional pylons/overhead cables would have a detrimental impact.
- The proposed route passing close to Brantingham should be underground, i.e. from the point where it enters Woodale from the north side of Brantingham Dale to where it crosses the A63.
- An underground route is necessary to prevent any further negative visual impact on this part of the Yorkshire Wolds and on views of and from the conservation village of Brantingham. The southern edge of the Wolds near Brantingham is considered to be of high landscape value. Another multi-cable powerline and pylons would create a crowded wirescape along this section of the route which is contrary to criteria in the Holford Rules for the routeing of new overhead powerlines.
- Concerned about negative effects on the environment and local wildlife. The local landscape is a key part of the Yorkshire Wolds Way and is close to Sites of Special Scientific Interest.
- Criticism of consultation process, including information presented and responses provided at events.

National Grid's Response to feedback received

<u>Underground</u>

National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 Areas of Outstanding Natural Beauty (AONB) (AONBs were recently rebranded as National Landscapes), 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, our preferred alignment provides for an overhead line throughout route section

2. Where appropriate, we have 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.

Offshore

An offshore solution was considered as part of our strategic proposal to upgrade the network. The Strategic Options Report (SOR) presented at stage one non-statutory consultation examines several strategic options that were considered for the Project that might achieve the required reinforcement. Five different options (listed below) were considered to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore (ECSS 1).

- ECO 1 – New Creyke Beck to new High Marnham 85 km
- ECO 2 – New Creyke Beck to Cottam 75 km
- ECO 3 – New Creyke Beck to new Grimsby West, New Grimsby West Substation to New Walpole 225 km
- ECO 4 – New Creyke Beck to new Grimsby West, new Grimsby West Substation to new Weston Marsh 200 km
- ECSS 1 – Subsea from new Creyke Beck – new Walpole 195 km

The offshore High Voltage Direct Current (HVDC) option (ECSS 1) was substantially more expensive than any of the onshore options with an estimated capital cost of £3,646m and lifetime circuit cost of £4,055m. In addition to cost, environmental, socio-economic and technical factors must also be considered when assessing options. Subsea options can be met with different challenges to onshore alternatives such as challenges associated with routeing through marine ecological designations and other marine users such as shipping and navigation interfaces. When balancing cost, technical performance and environmental and socio-economic effects the most preferred of the onshore strategic options was ECO 1 which had an estimated capital cost of £454m and lifetime circuit cost of £582m.

Landscape and Visual

As part of the design process, National Grid seek to avoid significant environmental effects where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This will include a number of topic specific assessments, including a Landscape and Visual Impact Assessment (LVIA) which will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in the Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ecology

Where appropriate, National Grid has sought to route the preferred alignment in close parallel with the existing overhead line, to limit the spread of infrastructure and minimise the impacts of constructing new overhead lines in this area. As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. The EIA for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, including changes to air quality. Where required, appropriate mitigation measures will be implemented, which would be detailed in the projects Management Plans. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Consultation

In regard to the stage one non-statutory public consultation, this was at the early stages of the Project development. It was important for us to consult during the early stages of the Project to ensure that people were aware of the Project and had the opportunity to provide feedback in the early stages before further work was carried out. The level of detail of the information presented at the early stages of the Project which included environmental baseline, was proportionate to the Project's status and stage through the iterative design process (National Grid's Approach to Consenting https://www.nationalgrid.com/electricity-transmission/document/142336/download). 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 work on the Project every day and therefore are well placed to answer any questions that may arise. We will be presenting further details of our preferred alignment during our 2025 statutory consultation and will continue to welcome feedback on the projects proposals.

Cellnex - Summary of Consultation Feedback Response

- Details of equipment in the area provided.
- Cellnex should be consulted on any proposals which would impact the operation or maintenance of their equipment.

National Grid's Response to feedback received

Comment Noted. National Grid will continue to review and consider these details and will continue to engage with Cellnex in relation to potential equipment interfaces as the Project progresses.

Clayworth Parish Council - Summary of Consultation Feedback Response

- Prefer the Eastern route which runs closer to Beckingham as it is lower ground, less visible and closer to an area of existing pylons.
- Due to the large number of energy schemes in the area, consideration should be given to moving the cables underground to preserve the landscape quality and visual amenity.

National Grid's Response to feedback received

Preferred Alignment

The preferred alignment takes the western path as presented in the emerging preferred corridor at our stage one non-statutory consultation to reduce landscape and visual impacts to residential amenity, views and local tourism businesses. We have considered consultation feedback together with further environmental, socio-economic and technical assessment work in reaching a decision on our preferred alignment with the overall decision presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

Cumulative Impacts

National Grid is as part of the Environmental Impact Assessment (EIA) process for the Project undertaking a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Effect Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Throughout the design development process National Grid is undertaking regular and continuous monitoring of live planning applications. We are also engaging with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.

Undergrounding

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, now known as National Landscapes), 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 in this location. We will be presenting further details of our preferred alignment during our 2025 statutory consultation and will continue to welcome feedback on the projects proposals.

Dunham On Trent, Darlton, Ragnall and Fledborough Parish Council - Summary of Consultation Feedback Response

- Criticism of the consultation process, including notice provided, advertising and consultation events. National Grid should have made better use of existing social media networks, flyers, noticeboards, and the parish council to promote the events.
- The proposals relating to the High Marnham site were incomplete and should not have been part of the consultation as details could not be clarified.
- Concern regarding negative impact on environment, landscape and wellbeing of residents.
- Concern regarding cumulative impact of developments in the area
- Would like to see electrically-resistant cross arms retrofitted onto existing pylons as a way of upgrading the voltage and doubling the power in the transmission line.
- Consider running cables under the River Trent to negate the impact on the environment, residents and farmers.

National Grid's Response to feedback received

Consultation process

Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). The Consultation Strategy (June 2023) is available in Appendix A. This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Consultation Strategy based on feedback where practicable and the stage one non-statutory consultation was undertaken in accordance with this Consultation Strategy. Before statutory consultation, we have updated the Consultation Strategy and engaged with Local Authorities for their views on how we should conduct this further consultation.

National Grid promoted and publicised the stage one non-statutory consultation via a range of methods. A newsletter introducing the Project was sent to all addresses within our primary consultation zone, which included all properties within 1km of our preferred corridor, approximately 11,900 addresses. National Grid also undertook a number of other activities to promote and advertise the consultation, including two rounds of online and print newspaper adverts, targeted social media advertising through Facebook and the placement of adverts in prominent locations throughout the communities. Further details of National Grid's promotion and publicity of the stage one non-statutory consultation is available in Chapter 3 of this report and in the Consultation Strategy.

High Marnham proposals

The new High Marnham substation did not form part of the proposals for the Project during our stage one non-statutory consultation i. We did show 'substation siting zones' and 'zones for routeing new overhead line into new substations' on our plans during stage one consultation as the locations of the substations were not available at that point in time so further details on our routeing on the approach to the substations could not be provided.

The High Marnham substation is part of a project called Brinsworth to High Marnham, and a consultation on the proposals for that project including a new substation took place in April and May 2024. National Grid is applying for planning permission under the Town and Country Planning Act for the new 400 kV substation to Bassetlaw District Council. We are applying for planning permission from the local planning authorities for the substations because they are also needed to provide a connection point for third party developments to connect into the transmission network in the High Marnham area. A planning application will be submitted to Bassetlaw District Council for the new High Marnham substation in 2025. Members of the public should submit comments on the applications directly to the relevant council once the applications have been submitted.

However, while the new substation at High Marnham did not form part of our proposals for the Project during our stage 1 non-statutory consultation, we have made the decision to include this substation (and the new substation at Birkhill Wood) within our statutory) consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. National Grid is obligated to meet certain timescales for the delivery of the network reinforcement through the proposed new 400kV overhead line, and the substations are integral to this. The inclusion of the substations within the Project does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements.

Environmental impact

As part of the design process, National Grid seek to avoid environmental impacts where possible, through careful routeing. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals and to assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider any identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Landscape and visual impact

National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with other environmental and socio-economic considerations, technical requirements and cost when developing our projects.

National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the emerging preferred corridor can be found in the Projects Corridor and Preliminary Routeing and Siting Study (CPRSS), which is available on our Project website and was presented at the stage one non-statutory consultation.

National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider any identify areas for potential mitigation as part of an iterative design and assessment process. A series of wirelines and photomontages will be provided as part of the suite of documents which will accompany the Environmental Statement (ES) produced following completion of the Environmental Impact Assessment (EIA). These will illustrate what the Project will look like from selected locations which will be agreed with the Local Planning Authorities. The results of the initial assessments are presented in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Cumulative impact

National Grid will as part of the Environmental Impact Assessment (EIA) process for the Project undertake a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Effects Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within an Environmental Statement (ES).

Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment. The results of the initial assessments are presented in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an ES which will form part of the eventual DCO application.

Routeing cables under River Trent

The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. We have assessed a strategic option that involves cabling the whole route and this is significantly more expensive than the chosen option for a proposed overhead line. A full evaluation of lifetime costs for each alternative strategic option were presented within the Strategic Options Report (SOR) during the stage non-statutory consultation and is available on the project website. The SOR concludes that an overhead line provides the best balance between capital cost, network capacity, environmental and socio-economic impacts and lifetime operating costs for the transmission of high levels of power. Notwithstanding the conclusions of the SOR, laying cables specifically within the River Trent (especially for an extended distance, not just a crossing) would also come with a range of engineering and environmental challenges both during construction stage and through the long term operation and maintenance of the cables. We are presenting an updated SOR at our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).

Suggestion to retrofit electrically resistant cross arms to existing pylons

There are many factors involved in the capacity of new overhead line circuits. The dimensions of the tower limit the voltage and capacity of conductors that can be carried, although existing towers could potentially accommodate moderate increases in voltage to 550kV, with changes in UK legislation required. This would only equate to an increase of 2GW on a Double Circuit overhead line route compared to circa 7GW of our proposal. We are also required by our design standards (National Electricity Transmission System Security and Quality of Supply Standards) to consider the fault or loss of a double circuit on our system, i.e. circuits on both sides of our tower/pylons being out of service. Therefore, we would need to replace multiple circuits and provide additional substation equipment to accommodate the higher voltages at each location. Even if all the existing circuits in the vicinity of this project were uprated to a higher 550kV voltage, whilst also accommodating a fault on of one of the uprated double circuits, an uprated existing network would require 4 circuits to be uprated to match the capacity provided by the Project. There would also be a potential requirement for additional equipment such as power flow control and voltage control, as a 550kV solution does not

provide additional routes for the energy to flow, unlike the proposal. A solution uprating the existing network would come at a much higher cost, and introduce further technical issues to the network, whilst not providing additional paths for energy to flow on the network therefore being less resilient and flexible to meet future need.

East Drayton Parish Council - Summary of Consultation Feedback Response

- East Drayton is a conservation village and the environmental impact of the proposals on the village should be considered. The Parish Council will strongly object to the proposals if the route follows the eastern edge of the swathe, with a direct impact on the village of East Drayton. Should the route take the central line through the swathe at East Drayton, there would be a lower impact on the village environment and less objection.
- The consultation newsletter did not accurately reflect the significance of the proposals.

National Grid's Response to feedback received

The preferred alignment takes a more central path as it routes past East Drayton to be equidistant from a number of features and constraints in this area. Our overall decision on the preferred alignment for the new overhead transmission line is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

The consultation newsletter provided a high-level description of proposals and detailed the Project consultation events, it also included details of our Project website where all our other consultation materials (providing further detail and information on our proposals) were available to view and download. The consultation newsletter stated the Project is classified as a nationally significant infrastructure project under the Planning Act 2008. It was sent to consultees inside the PCZ at the start of the stage one non-statutory consultation period. The consultation newsletter was also available to view online and hard copies were available at our events.

Ellerker Parish Council - Summary of Consultation Feedback Response

- Recognise the need to strengthen infrastructure nationally to support the journey towards net zero.
- Strongly object that the PC's preferred option has not been included in the strategic options.
- The Parish Council on behalf of its' residents strongly reject both options for additional pylons north and south of the Village of Ellerker.
- Firm preference for under-grounding of the cables. Under-grounding should be a priority where the route lies adjacent to residential properties and should be considered for the longer-term benefit of the environment.
- Under-grounding cables under the sea to bring the electricity nearer to where it is required should be costed.
- Consultation events were well organised but gave the impression that decisions had already been made.
- National Grid should attend Parish Council or public meetings to share the proposals and meet residents.
- The Parish Council is aware of the concern in other parts of the country that would be impacted by other National Grid proposals and require government and National Grid to reconsider its options. A 'quick-fix' to deliver net zero targets will cause lasting damage to the countryside and the environment.
- The Parish Council and its' residents believe National Grid is seeking to upgrade the route with undue haste, reducing the implementation timescale to 3.5 years and potentially limiting further options being considered that could meet objectives with less long term environmental and ecological impacts.

- Between Riplingam and the A63 - additional pylons at Woo Dale would mean residential properties are between two pylons, which is unacceptable from a noise, potential health risk and visual impact perspectives. Pylons routed closer to Mount Airy Airfield would adversely affect the landscape, Wolds Way and views from miles around.
- Ellerker is a conservation village. Views from the village have been well protected in the past. The Neighbourhood Plan being developed currently aims to ensure change is sympathetic to the rurality of the parish. Additional pylons could be an ecological trap for migrating birds. The Humber is part of the UNESCO East Atlantic Highway with migrating birds following a route over Ellerker and Broomfleet. World Heritage is in the process of designating the Humber a World Heritage Protected Site.
- Roads passing from Riplingham to Broomfleet are single track B roads with passing bays and will be unable to support additional traffic during the construction phase and thereafter for maintenance of the pylons.
- There are no benefits to the local population with derisory compensation for landowners impacted by the pylons and overhanging cables.

National Grid's Response to feedback received

Undergrounding

National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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) (now known as National Landscapes), 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 in this area.

The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas 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. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting https://www.nationalgrid.com/electricity-transmission/document/142336/download). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the engineering, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of National Grid's statutory duties and must be considered in reaching a balanced decision. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Offshore

An offshore solution was considered as part of our strategic proposal to upgrade the network. The Strategic Options Report (SOR) presented during the non-statutory consultation and available on the project website examines several strategic options that were considered for the Project that might achieve the required reinforcement. Five different options (listed below) were considered to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore (ECSS 1).

- ECO 1 – New Creyke Beck to new High Marnham 85 km

- ECO 2 – New Creyke Beck to Cottam 75 km
- ECO 3 – New Creyke Beck to new Grimsby West, new Grimsby West Substation to new Walpole 225 km
- ECO 4 – New Creyke Beck to new Grimsby West, new Grimsby West Substation to new Weston Marsh 200 km
- ECSS 1 – Subsea from new Creyke Beck – New Walpole 195 km

The offshore High Voltage Direct Current (HVDC) option (ECSS 1) was substantially more expensive than any of the onshore options with an estimated capital cost of £3,646m and lifetime circuit cost of £4,055m. In addition to cost, environmental, socio-economic and technical factors must also be considered when assessing options. Subsea options can be met with different challenges to onshore alternatives such as challenges associated with routeing through marine ecological designations and other marine users such as shipping and navigation interfaces. When balancing cost, technical performance and environmental and socio-economic effects the most preferred of the onshore strategic options was ECO 1 which had an estimated capital cost of £454m and lifetime circuit cost of £582m. Cost is one of the factors that needs to be considered in making decisions on the Project. We are presenting an updated SOR at our statutory consultation and is presented as the North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).

Impacts of the Project

We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals. This will include a number of topic specific assessments, which will assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. The results of the initial assessments are presented in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

National Grid's preferred alignment

The preferred alignment routes the new overhead line in the northern path of the graduated swathe from Skidby to Woo Dale. At this point, a transposition (line swap-over) with the existing overhead line is proposed, routeing the new overhead line in close parallel to the south of the existing overhead line from Woo Dale to the A63. The preferred alignment avoids properties at Woo Dale whilst seeking to reduce and minimise potential impacts on Brantingham Dale Site of Special Scientific Interest (SSSI) and Local Wildlife Sites (LWS) and prevents the settlement of Ellerker having a overhead line running to both its north and south. The close parallel alignment also minimises the spread of infrastructure and the visual impact in the Yorkshire Wolds Important Landscape Area (ILA). Our overall decision on the proposed alignment for the new overhead transmission line is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

Cultural Heritage

Through routeing and siting National Grid has sought to, and will continue 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). The preferred alignment routes to the south of the existing overhead lines, in close parallel, as they pass Ellerker. This places the new overhead line further from the conservation area than the existing line, whilst minimising the spread of infrastructure in the area to reduce their impact. National Grid is undertaking a Historic Environment assessment as part of its EIA, which is assessing the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. This includes a suite of archaeological surveys to help understand the baseline historic environment. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation, before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Historic England and local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques.

East Atlantic Flyway

National Grid note that the east coast wetlands is currently on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) as part of the east Atlantic flyway UNESCO site. Nevertheless, the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area. Assessment of Ornithology will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead line has been agreed with Natural England targeting wintering / passage birds. Surveys have commenced with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC, SSSI and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance.

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, and the decision on the preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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 ongoing assessment process, and our engagement with Natural England the RSPB, our current preferred alignment routes new overhead lines in close parallel with the existing overhead lines in these areas. Although routeing the new overhead line further to the west 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 less likely to increase collision mortality significantly. Routeing the new overhead line in close parallel with the existing overhead lines limits the spread of infrastructure in these areas, and therefore the creation of new barriers to flight/migratory pathways. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area.

Construction

National Grid, as part of our iterative design process, is undertaking 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. As part of this assessment, we are working closely with the relevant highway authorities to understand and gain information on the local road network.

This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Should any temporary haul roads be required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. 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, we are presenting more detail around potential construction activity, and are seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.

Maintenance

National Grid has thousands of kilometres of overhead lines across the UK. We have well established and standardised practices to undertake maintenance works. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. The typical lifespan of an overhead line would be approximately 80 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which

capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken.

Landowners

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. We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy (https://nationalgrid.com/electricity-transmission/document/153131/download). If a voluntary agreement cannot be reached, we will seek the required rights by compulsory acquisition and ensure fair compensation for any compulsory purchase of land under the Compulsory Purchase Compensation Code. As the Project design develops, National Grid will be working 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.

Consultation

National Grid has a statutory duty to listen to feedback throughout the consultation process. Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June 2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. All the feedback received during the stage one non-statutory consultation has been read and has been, and will continue to be, considered in how we develop our proposals further. All feedback received to the stage one non-statutory consultation has been reviewed by the Project team and National Grid's responses to consultation feedback are published in this Report. Where feedback has influenced the design of the Project this has also been included. The Design Development Report (DDR) 2025 prepared in support of the statutory consultation provides a detailed commentary of how consultation responses have been considered in the development of the Project's design. Feedback has been and will continue to be considered as part of the development of the Project.

Environment Agency - Summary of Consultation Feedback Response

- The site is situated in Flood Zones 2 & 3 in several sections of the proposal, so flood risk will be an important part of the application.
- The proposal crosses several Statutory Main Rivers, details of these crossings will be of interest to the Environment Agency during the application process.
- The proposed development also has the potential to interact with some historic landfills and sites regulated by the Environment Agency, which may have implications for groundwater quality.
- There is a likelihood that the development will need to cross land owned by the Environment Agency and note that National Grid's Land team have been in contact with the Environment Agency Estates team.

National Grid's Response to feedback received

National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we have continued to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. Where avoidance is not practicable, the Flood Risk Assessment (FRA) being prepared in support of the Environmental Impact Assessment identifies any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project. The Environmental Statement (ES) will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

We will continue to engage with the Environment Agency and all other relevant stakeholders on aspects relating to flood risk to ensure that the Project appropriately manages flood risk any existing drainage issues.

National Grid will work closely with the Environment Agency to ensure that the Project fully assesses any potential environmental impacts associated with historic landfills and sites regulated by the Environment Agency.

Our Lands team will continue to engage with the Environment Agency Estates team as the Project progresses.

Epworth Town Council - Summary of Consultation Feedback Response
• Thank National Grid for the online briefing on 7 June 2023. • Preference for undergrounding of power cables • Support a route that follows current infrastructure to minimise impact on residential areas. • Advise the area is being considered as an Area of Outstanding Natural Beauty (AONB).
National Grid's Response to feedback received
Where appropriate, National Grid has sought to route the new overhead lines in close parallel with the existing overhead lines, to minimise the impacts of constructing new overhead lines. National Grid's preferred alignment in Route Section seven routes the new overhead line in close parallel with the existing overhead line, routeing the new overhead line to the very east of the graduated swathe as presented at the non-statutory consultation 2023, as they pass Epworth. This is in line with this request, and some of the wider feedback received for Route Section seven. National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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) (now known as National Landscape), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Based on our work to date, we believe that overhead lines in the Epworth area best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. National Grid is aware that there is a desire for the area of the Isle of Axholme 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 National Landscape. National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project. 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 preferred alignment runs parallel to the existing overhead line where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Haxey Parish Council - Summary of Consultation Feedback Response

- Object to the proposals for the new power lines.
- Concern regarding impact on ecology and historic landscape of the Isle of Axholme.
- Isle of Axholme is currently going through a bidding process to be recognised as an Area of Outstanding Natural Beauty (AONB).
- Proposals would have an adverse effect on the environment, historical landscape, mental health and wellbeing of the people who live in and close to East Lound and Graizelound.
- Urge National Grid to rethink the proposals and take the opportunity to review existing power lines running east of the parish, and bring forward a scheme that routes the proposals underground restoring the landscape and setting an example of how old infrastructure can be replaced in a progressive, forward-thinking manner.

National Grid's Response to feedback received

Environment

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 a National Landscape. National Grid will continue to liaise with Natural England and will review its position if the situation changes during the course of the Project. National Grid has considered the sensitivities of this area in the routeing of the new overhead line and the draft alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme, to reduce the spread of infrastructure within this landscape.

We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

In addition to this, through routeing and siting National Grid has sought and will continue to seek to reduce, as far as practicable, potential impacts on the Isle of Axholme Area of Special Historic Landscape Interest. The process of routeing takes account of heritage assets, including scheduled monuments, listed buildings, conservation areas, archaeological remains and areas of special historic landscape interest (or historic landscape character). Through careful consideration of the route options, National Grid has sought to minimise impacts on designated assets and their settings, where practicable, and seek to reduce impacts through avoidance or off setting (through mitigation).

The EIA will also assess the effects on cultural heritage, including the impacts on the Isle of Axholme Area of Special Historic Landscape Interest, where these are unavoidable, and propose mitigation measures where possible. We will continue to engage with Historic England and North Lincolnshire Council on aspects relating to the Isle of Axholme Area of Special Historic Landscape Interest, including the assessment of impacts, and appropriate mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques and to ensure that the views of the Statutory Bodies for Heritage are taken into account as the Project continues to develop.

National Grid has also sought to reduce, as far as practicable, potential impacts on ecology and biodiversity through routeing and siting. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity such as habitats, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project assesses the effects on biodiversity and where required appropriate mitigation measures will be implemented. We will continue to engage with Natural England 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 continues to develop.

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 human health and wellbeing assessment as part of the EIA for the Project will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these

users (sensitivity) to impacts in the construction and operational phase. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Undergrounding

With regards to undergrounding, National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our work to date, we believe that an overhead line in the Isle of Axholme area is appropriate, and best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment.

With regards to the existing overhead lines in the area, the existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Background on the need for the Project was presented at our stage one non-statutory consultation within the Strategic Options Report (SOR) and the Corridor and Preliminary Routeing and Siting Study (CPRSS) 2023 reports the process undertaken as part of the Options Identification and Selection Stage of the Project. An updated SOR is being presented at our statutory consultation North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025).

Historic England - Summary of Consultation Feedback Response

- Comments on draft heritage methodology.
- All elements of pylon construction, including access works, compounds etc should be included in scope of Environmental Statement.
- Landscape impacts must be given particular attention in Yorkshire Wolds and Isle of Axholme.
- In Section 8, the arc required to avoid Misterton (the setting of the Grade I listed Church of All Saints NHLE 1302717) is noted.
- In Section 9, it will be important to closely assess and consider in route planning views out from and to Beacon Hill Camp - Gringley on the Hill scheduled monument NHLE 1003241 versus impacts of passing closer to Beckingham. Initial consideration the topography bounding character of the A631 would tend to favour the more eastern route.
- Concern regarding impact on the Grade I listed ruined Church of St Helen South Wheatley NHLE 1216694. Avoidance of Sturton le Steeple and setting impacts upon the Grade II* listed Church of St Peter and Paul is important.
- The proposed line runs between the Grade II* listed Church of St Giles (NHLE 1212465) and the scheduled earthwork remains of Whimpton Moor Medieval Village (NHLE 1017567). This is a delicate setting location and views across the church looking from its west (Darlton) side and from Whimpton Moor should be considered with refence both to the detail of the new overhead route and the location of pylons.

- The hamlet of Fledborough set in an intimate relationship to the Trent is a site of both high archaeological interest and landscape importance. The setting of the Grade I listed Church of St Gregory (NHLE 1045689) and the associated Grade II listed Manor House NHLE 1276572 requires close attendance in the planning both the overhead line and associated works.
- Note the undesignated but potentially nationally important medieval village remains at Woodcotes our ref HOB UID 322858
- Advice provided regarding Archaeological field work and detailed setting assessment.

National Grid's Response to feedback received

Routeing and construction

Historic England's comments are noted. National Grid will continue to engage with Historic England as the Project progresses.

The Scoping Opinion received August 2023 informs the scope of the Projects formal assessments, and it is noted that temporary impacts to the historic landscape as a result of changes to setting during construction are scoped out from further assessment.

Yorkshire Wolds

National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We have continued to consider both landscape character and amenity value as we developed our preferred alignment to reduce effects. With respect to the Yorkshire Wolds, we have been liaising with Natural England on the proposed extension and due to the distance from the Project it is unlikely to have effects on the current or extended area. We have and will continue to monitor the proposals for the extension as further information is published by Natural England.

We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work will be undertaken to allow preliminary judgements to be made about the design and routeing of the Project. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

A Landscape and Visual Impact Assessment (LVIA) will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.

Isle of Axholme

Within the Isle of Axholme Area of Special Historic Landscape Interest we are proposing a preferred alignment to parallel with the existing 400kV overhead line east of Epworth where possible. However, the preferred alignment deviates away from close parallel in the northern part of the Isle of Axholme Area of Special Historic Landscape Interest due to existing features and constraints including Keadby windfarm and the village of Beltoft which do not allow for sufficient space to accommodate a continuous parallel approach in this area.

Through routeing and siting National Grid has sought and will continue to seek to reduce, as far as practicable, potential impacts on the Isle of Axholme Area of Special Historic Landscape Interest. It is recognised, as highlighted by Historic England, that the Isle of Axholme includes an historic landscape of open strip fields, early enclosure, settlements and wetland management and exploitation. The process of routeing takes account of heritage assets, including scheduled monuments, listed buildings, conservation areas, archaeological remains and areas of special historic landscape interest (or historic landscape character) such as the Isle of Axholme. Through careful consideration of the routeing of the preferred alignment, National Grid has sought to minimise impacts on designated assets and their settings, where practicable, and sought to reduce impacts through avoidance or off setting (through mitigation).

The EIA will also assess the effects on cultural heritage, including the impacts on the Isle of Axholme Area of Special Historic Landscape Interest. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Historic England and

North Lincolnshire Council on aspects relating to the Isle of Axholme Area of Special Historic Landscape Interest, including the assessment of impacts, and appropriate mitigation measures, embedded design and careful siting, as well as other appropriate other mitigation measures and techniques and to ensure that the views of Historic England and North Lincolnshire Council are taken into account as the Project continues to develop.

Comments by route section

Through routeing and siting National Grid has sought and will continue to seek to reduce, as far as practicable, potential impacts on designated heritage assets as highlighted section by section by Historic England. The process of routeing the preferred alignment has taken account of designated heritage assets, including scheduled monuments, listed buildings, registered parks and gardens, conservation areas and the Isle of Axholme Area of Special Historic Landscape Interest. Through careful consideration of the route National Grid has sought to minimise impacts on designated assets and their settings. National Grid notes Historic England's comments, and we will continue to engage with Historic England on aspects relating to designated heritage assets, including the assessment of impacts, and appropriate mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, where these are feasible. National Grid will continue to ensure that the views of Historic England are taken into account as the Project continues to develop.

Additional Historic England published advice

National Grid notes the published advice provided in this response and will continue to engage with Historic England as the Project progresses.

Archaeological field work and detailed setting assessment

Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, such as listed buildings and known heritage assets. The EIA is assessing the effects on cultural heritage and archaeological sites, with the results of the initial assessments being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. If impacts on the historic environment occur, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce impacts where possible.

Hull City Council - Summary of Consultation Feedback Response

- Support proposals in principle, in recognition of the need for National Grid infrastructure to be made net zero ready, and in support of the City's and HEYLEP's net zero, clean growth economy, and renewables sector priorities.
- Would welcome further consultation with NG to minimise and mitigate the impact of the proposals on traffic, transport, noise, air quality, and landscape in the City of Hull.
- The import (via the Port of Hull) and transportation of the materials and construction staff vehicular movements may have an impact on traffic flow through the city.
- Vehicular traffic associated with construction of the proposals may generate noise within and adjacent to the city's highway network.
- The City of Hull is a designated Air Quality Management Area (AQMA) and there is the potential for vehicular traffic associated with the construction stage of the proposed development to generate emissions which could impact upon air quality both within and outside the AQMA.
- The proposals at and around Creyke Beck may have a visual impact on receptors in the City of Hull, especially when considered alongside other NSIP schemes.

National Grid's Response to feedback received

Traffic and Transport

National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During our statutory consultation, we are presenting more detail around potential construction activity within the Preliminary Environmental Information Report (PEIR) at the statutory consultation, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.

Noise and Vibration

National Grid is undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, including Public Rights of Way and sensitive ecological sites. These are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible.

Air Quality

To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. National Grid is undertaking an air quality assessment as part of the Environmental Impact Assessment (EIA) for the Project. The assessment will consider the impact of construction vehicle emissions and construction dust on sensitive local receptors, including residential properties and ecological receptors. Mitigation measures will be proposed where necessary to ensure that the overall air quality impacts of the Project are not significant, and these measures will be incorporated into the Project's Construction Environmental Management Plan (CEMP). The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Landscape and Visual

National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. 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. National Grid has carefully considered the potential impacts of the Project 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 the Project Corridor Preliminary Routeing Siting Study (CPRSS) as presented at the stage one non-statutory consultation and on our Project website. Through the routeing and siting exercise, we have sought to reduce the impact on landscape character and visual

amenity arising from the preferred alignment. To the north of the Humber, we are proposing a draft alignment that runs broadly parallel with the existing 400kV overhead line to reduce the spread of infrastructure in the landscape and views.

We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities. Where significant effects are anticipated the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Cumulative Impacts

With regards 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 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 will be considered within the cumulative impact assessment of the Project, 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 Environmental Impact Assessment (EIA) of the Project. This long list will be 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) will be undertaken of the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

We will also engage with developers of infrastructure projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable.

Ministry of Defence - Summary of Consultation Feedback Response
• Proposed corridor routes through elements of statutory safeguarding zone surrounding the East 1 WAM Network. • MOD recognise scheme at early stages and will need to be consulted again once full details are available.
National Grid's Response to feedback received
Comment noted. National Grid will continue to engage and work with the Ministry of Defence to understand how our proposals interact with their assets, to ensure impacts are minimised.

Misterton Parish Council - Summary of Consultation Feedback Response
• Criticism that National Grid did not consult on strategic options. • Preference for installations to be underground or in the River Trent, to negate the impact of the proposals on the landscape, customers and biodiversity. • Should pylons be erected the proposals should be aesthetically coloured and designed to reduce their visual impact. • Proposals should be sited further west of Misterton with consideration given to the operational golf course and the historic and heritage value of the Carrs.

National Grid's Response to feedback received
Strategic Options The Strategic Options Report (SOR) was published as part of the stage one non-statutory consultation and presents the options that have been evaluated to meet the needs of the Project and why National Grid are proposing to take forward an overhead line as the preferred strategic option. A summary of this process is also set out in the Project Background Document. As set out in the SOR, five different options were considered to resolve the need to reinforce the network across the B8 boundary (and provide over 6 GW of additional capacity) and to transport power out of the Creyke Beck area (from new offshore wind and interconnectors). Four of these strategic options were onshore and one of these options was offshore. The appraisal considered the technical, socio-economic, environmental, and cost implications of each option. Following this assessment, the option to route a new overhead line connection between a new substation near Creyke Beck and a new substation at High Marnham was selected as the preferred option that delivers best value for consumers and minimises the infrastructure that we need to build. 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 we are required to consider as we develop our proposals. It would be disingenuous of us to consult on alternatives, which we would not choose to take forward as it did not best meet the need case for the Project or best comply with our statutory obligations and policy. However, as part of the stage one non-statutory consultation we sought feedback on our work to date to identify where the proposed reinforcement might be located. This feedback and been considered and responded to through this Non Statutory Consultation Feedback Report. We will continue to backcheck and review our proposals including alternative designs in response to feedback and technical assessment as the Project develops. At each stage of the Project, as more detailed design information is available, we will review and update the costs of all relevant options and publish these as part of future consultation. An updated Strategic Options Report is being presented at our statutory consultation 'North Humber to High Marnham and Grimsby to Walpole - Updated Strategic Options Report (2025). Landscape and Visual Impacts National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. 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. National Grid has carefully considered the potential impacts of the North Humber to High Marnham Project at an early stage, and the findings and justifications for the selection of the preferred corridor in which the preferred alignment is routed, can be found in the Project Corridor Preliminary Routeing Siting Study (CPRSS), which is available on our Project website. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities. Where significant effects are anticipated the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR),during statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. Undergrounding 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. National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the preferred corridor in which the new overhead lines are proposed to be routed, can be found in the Project Corridor Preliminary Routeing Siting Study (CPRSS), which is available on our Project website. National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to

be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 work to date, we believe that an overhead line in the Misterton area is appropriate, and best meets our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. Our overall decision on the preferred alignment for the new overhead line routeing at Misterton is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

Pylon Type

The preferred alignment reflects the use of standard lattice pylons and where we might locate pylons. The use of other pylon designs is still under consideration as the overhead line progresses. We will be carrying out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Detail on pylon design for the preferred alignment is found in Chapter 6 of the Design Development Report presented at our statutory consultation.

National Gas Transmission - Summary of Consultation Feedback Response
• No National Gas Transmission assets affected.
National Grid's Response to feedback received
Comment noted.

Natural England - Summary of Consultation Feedback Response
Nationally Designated Landscapes • Effects on the Howardian Hills AONB and the Lincolnshire Wolds AONB unlikely • Natural England is currently considering the designation of the Yorkshire Wolds, in addition to three other projects. NE are unfortunately unable to share any assessment work carried out as part of the Yorkshire Wolds designation project at this stage, but would however refer National Grid to the relevant Local Authorities whose Landscape Character Assessments identify areas of particular high value and can make a valuable contribution to informing decision making as part of the planning process. • The proposed route passes through part of the Isle of Axholme (cable route sections 5-7) where research by the Countryside Commission (predecessors of Natural England) identified significant areas of ancient open strip fields and turbaries, identified as being of considerable national importance. This area has been locally designated by North Lincolnshire Council as an Area of Special Historic Landscape Interest. • The proposals also cross the Yorkshire Wolds Way National Trail (cable route sections 2/3) and the applicant should have regard to NPPF Paragraph 100 which requires planning decisions to protect and enhance National Trails. The Yorkshire Wolds Way is represented by a partnership which includes the North York Moors National Park and East Riding Council who should all be consulted. Ornithology • The fact that two years' non-breeding bird surveys will be carried out, for particularly sensitive locations, is welcomed. Two years would be the minimum we recommend to inform the HRA.

- Nocturnal surveys for lapwing and golden plover are recommended if there is suitable habitat that might be affected by the proposal. Absence of records in the daytime does not necessarily mean they don't use the fields at night (see Gillings et al (2005)) Diurnal studies do not predict nocturnal habitat choice and site selection of European Golden Plovers and Northern Lapwings.

- Where arable land is affected by the project and is potentially functionally linked, knowing the previous cropping regime is key to understanding how often it might provide suitable habitat for SPA species. For example, providing 10-years-worth of cropping data will show how often the field is bare or has low growing crops and is suitable for waders.

Internationally Designated Sites
The Humber Estuary SPA, SAC and Ramsar

- Section 4 of the proposed route crosses the Humber Estuary SPA, SAC and Ramsar. The sites are also notified on a national level as the Humber Estuary SSSI. The potential for impacts to designated features within the boundary of the European sites should be assessed within a HRA.
- Advice provided regarding potential effects from above ground and underground route option in this area.

Humber Estuary Functionally Linked Land

- Advice relating to Wintering and Passage birds
- Advice relating to River and Sea Lamprey
- When considering in combination impacts of loss of functionally linked land, the results of surveys undertaken for other nearby developments should also be taken into account where available, to understand whether there is a cumulative loss of land which can support wintering or passage birds.

Thorne and Hatfield Moors SPA, Thorne Moors SAC and Hatfield Moors SAC

- The HRA should also consider the potential for a hydrological connection between the cable route and the designated site. If there is determined to be a connection, then water quality impacts during construction, and the potential for changes to on site hydrology should be considered within the HRA.
- Thorne & Hatfield Moors SPA is designated for breeding nightjar which may utilise habitat outside the designated site for foraging. If the bird surveys identify nightjar as being present within the proposed cable route, then this land should be considered as functionally linked to Thorne & Hatfield Moors SPA. The HRA should consider whether there is potential for loss of habitat which is suitable for foraging nightjar, such as; hedgerows, scrub, grassland, ditches and ponds. It may be appropriate for the cable route to avoid these habitat types along these sections of the cable search route, or if loss of the habitat is unavoidable, then creation of new suitable habitat may constitute appropriate mitigation.
- There should be an assessment of the potential for noise and visual impacts which may arise to functionally linked land during the construction phase of the development. As well as visual impacts which may be retained during operation.

Nationally Designated Sites

- Due to the proposal for the cable route to cross the Humber Estuary SSSI (Cable Route Section 4), a SSSI impact assessment will also be required to provide an assessment of the impacts to features which are only notified as part of the SSSI, as well as the assessment of those which are also designated as European site features.
- The proposed cable route is also in proximity to nationally designated sites Hatfield Moors SSSI and Thorne, Crowle and Goole Moors SSSI (Cable Route Sections 6, 7 and 8). A SSSI impact assessment will also be required to provide an assessment of the impacts to features which are only notified as part of the SSSI, as well as those which are also designated as European site features.
- The cable search route includes the areas adjacent to and within Brantingham Dale SSSI, which is notified for its lowland calcareous grassland feature

- Treswell Wood SSSI lies almost adjacent to the cable route (route section 10). This site is primarily notified for its woodland and flora interest, which may be impacted during construction via direct habitat loss and air quality impacts (dust and construction traffic emissions). Additional interest is added to the site by its varied breeding bird community. As such, there is further potential for impacts to the SSSI via noise/light disturbance during construction, as well as by noise, visual disturbance, collision, additional predation and displacement caused by the presence of the Overhead Lines. Natural England would advise that the ornithological survey results are used to assess any possible impacts to the bird population supported by this SSSI, and to inform any necessary mitigation measures.
- Misson Training Area SSSI & Misson Line bank SSSI lie within proximity to cable route sections 8 and 9. The site supports a diverse range of semi-natural habitats including nationally scarce fen woodland types, tall herb-fen, standing water and unimproved grassland. There is a possibility for air quality impacts to both sites from dust (pending the final distance between the cable route works and the SSSIs) and construction traffic. These sites are also noted for their breeding bird communities.
- Route section 8 crosses over Chesterfield Canal SSSI. This site is notified for its aquatic plant communities and marginal vegetation. During construction, laying of the cables across the SSSI has the potential to cause direct habitat loss and/or degradation. Other possible impacts during construction are from contamination of the watercourse and dust emissions.
- Route Section 8 also passes adjacent to Mother Drain, Misterton SSSI, crossing the watercourse that flows into the SSSI. This site is notified primarily for its invertebrate interest, which derives from its good water quality and the botanical and structural diversity of its open water, emergent and bankside communities.
- Ashton's Meadow SSSI, Clarborough Tunnel SSSI, Hewson's Field SSSI, Rush Furlong SSSI and Eastoft Meadow SSSI all lie within proximity to the Cable Route. The sites are notified for their grassland and/or hay meadow interest; direct impacts to these sites are considered unlikely, however, there remains a possibility for impacts via air quality impacts from dust and/or construction traffic which should be considered.
- Haxey Grange Fen SSSI lies in proximity to cable route sections 8 and 9. The site is the best example of primary fen habitat known in South Humberside. Direct impacts to the site are unlikely, however, there remains a possibility for impacts to the site via air quality impacts from dust and/or construction traffic which should be considered.
- Crowle Borrow Pits SSSI lies adjacent to the cable route section 6. The site includes a variety of habitats including alder carr, scrub, fen and open water. There is a possibility for impacts to this site during construction via air quality impacts from dust and/or construction traffic which should be considered. Avoidance of development of, or location of construction works on, the land directly adjacent to this SSSI would reduce the likelihood of significant impacts.

Biodiversity Net Gain

- Natural England note and welcome National Grid's commitment to delivering 10% Biodiversity Net Gain through their projects, and would recommend the use of the latest Biodiversity Metric.

Other Advice

- Advice regarding pre-submission screening service and District Level Licencing
- Natural England are a statutory consultee on developments that are likely to permanently impact over 20ha of Best and Most Versatile Land.
- Advice regarding in-combination effects

National Grid's Response to feedback received

Nationally Designated Landscapes

National Grid agree that the Project is unlikely to have effects on nationally designated landscapes, due to the distance between them and having noted the Natural England consultation materials on the extension to the Yorkshire Wolds the Project lies outside of the proposed extended designation.

National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We have and will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. With respect to the Important Landscape Area north of the Humber and the Yorkshire Wolds Way, our preferred alignment is parallel to the existing overhead line to minimise the spread of infrastructure within the landscape and views. Within The Isle of Axholme Area of Special Historic Landscape Interest our preferred alignment is parallel to the existing lines as much as possible, although due constraints such as settlements and windfarms this is not always possible. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ornithology

Natural England's comments are welcomed and further information will be provided regarding the ornithology baseline gathered to date as part of our statutory consultation. Assessment of Ornithology will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. The Environmental Impact Assessment (EIA) for the Project will assess the effects on ornithology and where required appropriate mitigation measures will be implemented. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

National Grid will continue to engage with Natural England as the Project progresses and welcome their engagement to date, which has included a project meeting update on ornithology in December 2024.

Internationally Designated Sites

<u>The Humber Estuary SPA, SAC and Ramsar</u>

A HRA will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance.

Both construction and operational impacts on birds will be assessed based on robust baseline data. The potential for collision with the proposed overhead line and the relative merits of overhead line and various underground options will be considered in detail and baseline gathering has 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. As alluded to by Natural England, undergrounding may reduce the potential for collisions (although arguably the addition of a line is unlikely to increase collision mortality significantly if the line is sited and routed sympathetically), but comes with potentially significant potential adverse impacts during construction and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. Note that the surveys being undertaken are designed to record both flight activity and habitat use within the River Ouse corridor and adjacent (potentially) functionally linked land.

To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. A construction dust assessment will also be undertaken. Appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP. National Grid will continue to engage with Natural England on these matters as the project design progresses and will present the results of the initial assessments for consultation in a Preliminary Environmental Information Report (PEIR), during our statutory consultation.

Humber Estuary Functionally Linked Land

National Grid notes the comments provided by Natural England. A HRA will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. Both construction and operational impacts on birds will be assessed based on robust baseline data. The potential for collision with the proposed overhead line and the relative merits of overhead line and various underground options will be considered in detail with baseline gathering having 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. As alluded to by Natural England, undergrounding may reduce the potential for collisions (although arguably the addition of a line is unlikely to increase collision mortality significantly if the line is sited and routed sympathetically), but comes with potentially significant potential adverse impacts during construction and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. Note that the surveys being undertaken are designed to record both flight activity and habitat use within the River Ouse corridor and adjacent (potentially) functionally linked land. National Grid will continue to engage with Natural England on these matters as the project design progresses and are presenting the results of the initial assessments for consultation in a Preliminary Environmental Information Report (PEIR), during our statutory consultation.

Thorne and Hatfield Moors SPA, Thorne Moors SAC and Hatfield Moors SAC

Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on ecology and biodiversity, including sites designated for nature conservation. The preferred alignment that National Grid is currently considering taking forward is at least 3km from Thorn Moor SAC and at least 5.5km from Hatfield Moor SAC. A HRA will be carried out to evaluate the Likely Significant Effects of the Project on relevant European sites. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. Potential impacts on relevant national designated sites, including those which lie within the boundary of European sites, will be assessed and reported as part of the EIA. Potential impacts on qualifying features of Thorne and Hatfield Moors SPA are also being assessed and baseline gathering is ongoing to support this. We are presenting the results of the initial assessments for consultation in a Preliminary Environmental Information Report (PEIR), during our statutory consultation. Natural England's advice is welcomed regarding this matter and has been taken into account during the development of the preferred alignment. Construction disturbance of nightjar, if they are present in the vicinity of the project, are unlikely in most construction scenarios because of the likely temporal separation of construction works and nightjar activity, however the potential impacts will be assessed and reported on as part of the EIA.

Nationally Designated Sites

A HRA will be carried out to evaluate the Likely Significant Effects of the Project on relevant European sites. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance. Potential impacts on relevant national designated sites, including those which lie within the boundary of European sites, will be assessed and reported as part of the EIA. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including nationally designated sites such as the Humber Estuary SSSI. The SSSI impact assessment will be accommodated within the assessment, supported by sufficient baseline to assess operational and construction impacts on qualifying ornithology features. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Hatfield Moors SSSI and Thorne, Crowle and Goole Moors SSSI

The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including nationally designated sites such as Hatfield Moors SSSI and Thorne, Crowle and Goole Moors SSSI. Potential impacts on qualifying features of Thorne and Hatfield Moors SPA are being assessed and baseline gathering is ongoing to support this. Natural England's advice is welcomed regarding this matter and has been taken into account during the development of the preferred alignment. Construction disturbance of nightjar, if they are present in the vicinity of the project, are unlikely in most construction scenarios because of the likely temporal separation of construction works and nightjar activity, however the potential impacts will be assessed and reported on as part of the EIA.

Brantingham Dale SSSI

Through routeing and siting National Grid has sought and will continue to 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 such as designated habitats, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. We will continue to engage with Natural England 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 continues to develop. This will include potential opportunities to improve the quality of the habitat inside Brantingham Dale SSSI. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. A construction dust assessment will also be undertaken. Appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP.

River Idle Washlands SSSI & Sutton and Lound Gravel Pits SSSI

The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including nationally designated sites such as the River Idle Washlands SSSI & Sutton and Lound Gravel Pits SSSI. Baseline data gathering (including surveys) are taking place to support assessments on qualifying ornithology features of this site. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Treswell Wood SSSI

Through routeing and siting National Grid has sought and will continue to 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 such as designated habitats, through avoidance or mitigation. Direct impacts to habitats and species inside the boundary of Treswell Wood SSSI will be avoided, as the preferred alignment is outside of this designated area. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, such as noise, visual disturbance and changes to air quality. Where required, appropriate mitigation measures will be implemented, which would be detailed in a CEMP. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. A construction dust assessment will also be undertaken. Appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP. We will continue to engage with Natural England and Local 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 continues to develop.

Misson Training Area SSSI & Misson Line bank SSSI

Through routeing and siting National Grid has sought and will continue to 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 such as designated habitats, through avoidance or mitigation. The preferred alignment that National Grid is presenting at statutory consultation is some 2km from Misson Training Area SSSI & Misson Line bank SSSI designated sites. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, such as noise, visual disturbance and changes to air quality. Where required, appropriate mitigation measures will be implemented. The distance of the Project from these designated sites makes significant impacts on breeding birds of the SSSI unlikely, however National Grid welcomes the advice provided by Natural England, and will be taken into account during the assessment of the Project. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. A construction dust assessment will also be undertaken. Appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP. We will continue to engage with Natural England and Local 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 continues to develop.

Chesterfield Canal SSSI & Mother Drain, Misterton SSSI

Through routeing and siting National Grid has sought and will continue to 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 such as designated habitats, through avoidance or mitigation. Direct impacts to Chesterfield Canal SSSI (and Mother Drain, Misterton SSSI) will seek to be avoided through design and the careful siting of pylons. The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, including changes to air quality. Where required, appropriate mitigation measures will be implemented, which would be detailed in a CEMP. A number of water quality measures will be put in place during construction to prevent pollution, manage surface water runoff and protect the water quality of surface and groundwater receptors. These measures will be documented within the CEMP and secured by the DCO. Emergency preparedness plans will also be prepared to outline protocols to manage work sites and prevent pollution in the case of for example, extreme weather events, flooding. A construction dust assessment will also be undertaken by the Project, and appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP. We will continue to engage with Natural England and Local 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 continues to develop.

Other SSSIs

Through routeing and siting National Grid has sought and will continue to 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 such as designated habitats, through avoidance or mitigation. The comment specifically relating to the avoidance of development of, or location of construction works on, the land directly adjacent to Haxey Grange Fen SSSI to reduce the likelihood of significant impacts has been noted in the project design.

The Environmental Impact Assessment (EIA) for the Project will assess the effects on relevant ecological features, including sites designated for nature conservation and will consider both direct and indirect impacts, such as noise, visual disturbance and changes to air quality. Where required, appropriate mitigation measures

will be detailed in a CEMP. To assess potential construction impacts on air quality, the construction traffic data will be compared with the screening criteria outlined in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on land-use planning and development control: Planning for air quality v1.2. Should screening of the traffic data indicate detailed assessment is required, then dispersion modelling will be undertaken as part of the air quality assessment to determine the change in pollutant concentrations as a result of the Project at relevant receptor locations, including any designated sites, if required. A construction dust assessment will also be undertaken. Appropriate mitigation measures will then be proposed where necessary and incorporated into the CEMP.

A number of water quality measures will be put in place during construction to prevent pollution, manage surface water runoff and protect the water quality of surface and groundwater receptors. These measures will be documented within the CEMP and secured by the DCO. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Natural England and Local 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 continues to develop.

Biodiversity Net Gain

National Grid welcome Natural England's response and will be using the latest BNG metric.

Other advice and District Level Licencing

The advice and comments are welcomed and will be taken into consideration.

Soils and Best and Most Versatile Land

Noted, the Project recognises that there is the potential for impacts. The Project has sought to limit the impact on 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 EIA (including detailed ALC surveys). Mitigation will include the requirement for appropriate soil management measures. Measures would include how the topsoil and subsoil will be stripped and stockpiled and include suitable conditions for when soil handling will be undertaken, for example avoiding handling of waterlogged soil. 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. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

In-Combination Effects

With regards 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 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 will be considered within the cumulative impact assessment of the Project, in accordance with the Planning Inspectorate's Advice Note on Cumulative Effects Assessment. We will also engage with developers of infrastructure projects to understand their development plans and to identify complementary design principles and parameters where available and if practicable. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Newark and Sherwood District Council - Summary of Consultation Feedback Response
• No comments

National Grid's Response to feedback received
National Grid notes that no comments were provided by Newark and Sherwood District Council.

North Kesteven District Council - Summary of Consultation Feedback Response
• No comments
National Grid's Response to feedback received
National Grid notes that no comments were provided by North Kesteven District Council.

North Leverton and Habblesthorpe Parish Council - Summary of Consultation Feedback Response
• Preference for cables to be undergrounded to preserve and protect the rural landscape of the villages of North and South Leverton, particularly the historic working windmill in North Leverton.
National Grid's Response to feedback received
National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 in this area. The explanation for taking our preferred alignment forward is outlined in the DDR presented at our statutory consultation, chapter 7 provides detail on the alignment at North and South Leverton National Grid, through the routeing and siting exercise, have sought to reduce the impact on landscape character and visual amenity. We have considered both landscape character, amenity value and designated heritage assets that include the Grade II* listed North Leverton Windmill, as we have developed our preferred alignment to reduce effects. We are undertaking a Landscape and Visual Impact Assessment (LVIA), as well as an assessment on the impacts to cultural heritage, that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities, whilst the cultural heritage chapter will assess impacts upon heritage assets including the designated Grade II* listed North Leverton Windmill. Where significant effects are anticipated the LVIA and the cultural heritage assessments will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

North Lincolnshire Council - Summary of Consultation Feedback Response
• Understands the need for the project and does not currently wish to raise any objection to the principle of the proposed scheme. • There are concerns about the proposed route and the Council would seek assurances to protect the Isle of Axholme Area of Special Historic Landscape Interest (ASHLI) from inappropriate development and minimise any unavoidable impacts of the proposals. NLC want to see the Isle of Axholme Historic Landscape declared an Area of Outstanding Natural Beauty.

- The proposed new overhead line would have potentially significant impacts on all affected heritage assets whichever route is chosen, and the character and setting of the ASHLI is particularly sensitive to the introduction of large-scale and industrial infrastructure.
- The Corridor Preliminary Routeing and Siting Study (CPRSS) does not consider the significance and sensitivity of the various historic character areas of the ASHLI and their capacity to absorb change, or of the effects on the setting of the core historic landscape.
- Options 1 and 4 would have a lesser impact on the ASHLI as the routes are some distance from the core of the Isle of Axholme.
- Option 3 would undoubtedly have some adverse impact on the ASHLI but as the route runs in parallel with the existing overhead line it would potentially be less damaging than a separate or divergent route and could lessen the impact on heritage assets and their settings.
- Option 2 is the most damaging with the greatest adverse impact on the character and setting of the ASHLI and the core historic landscape character of the Ancient Open Strip Fields (AOSF).
- As part of preferred Option 2 - several sections of the Graduated Swathe within Sections 6 and 7 will cause unacceptable harm to the ASHLI. Insufficient weight has been given to the importance of the ASHLI, which is of national significance and alternative routes should be reconsidered.
- Section 5 – the 'western' route closely parallels the existing overhead and is preferred in relation to the landscape heritage asset in the section. The settings of listed buildings in Fockerby/Garthorpe, at Haldenby Hall and Haldenby Grange, and Luddington Church of St Oswald would be affected requiring further assessment.
- Section 6 – the northern section of the route has the potential to impact on the setting of the Early Enclosed Land (EEL) character zone that surrounds Luddington, Eastoft and Crowle. The setting of the EEL zone at Haldenby Ness located adjacent to the route will be affected. The route is also set against the backdrop of the Keadby windfarm turbines and the power stations.
- Section 6 – north of the A18 the preference would be to route the line as close to the existing industrial features along the southern and eastern edges of the graduated route to 'minimise' impact.
- Section 6 – south of the A18 the preference would be an alternative route directing the new line southeast through the Recent Enclosed Land (the less sensitive historic landscape character) to cross the existing overhead line at a point north of Beltoft Grange before continuing south to a crossing of the M180 east of the existing line.
- Within the graduated swathe, the western route and crossing of the M180 would have maximum unacceptable impact of the route to the south of the M180. The eastern section of the graduated swathe would also lead to unacceptable impact on the most sensitive Ancient Open Strip Fields (AOSF) historic landscape zone in the next section of the route as well as passing through the EEL, north of the M180.
- The impact on settings of listed buildings in Luddington, Eastoft, Crowle & Ealand requires further assessment.
- Section 7 - M180 Motorway to Graizelound - the line of pylons on this route would have unacceptable adverse impact on the AOSF landscape and on the setting of the core AOSF from the high ground on Belton Open Fields to the west of the village.
- Northeast of Epworth where the route cuts through the EEL character zone and also bisects Epworth's AOSF, such intrusion would have a significant harm that is unacceptable.
- The western side of the route to the south runs through the EEL zone between Melwood Grange and High Burnham that buffers the AOSF on the higher ground to the west. This area has some of the best locations to appreciate the historic landscape character and would be blighted by a separate line of pylons. The western side of the corridor is unacceptable.
- South of the M180, the preference would be an alternative route from a crossing point east of the existing overhead line, to the east and south of Beltoft, before turning west to meet the existing line southwest of Clouds Lane Farm. The new line should then run parallel with the existing line, through the REL and EEL character zones furthest from the AOSF located along the spine of the Isle, down to the south of East Lound and Graizelound and out of North Lincolnshire.
- The graduated swathe at the northern end of Section 7 would harm the settings of listed buildings in Belton, Bracon, Beltoft and Epworth, especially choosing the western route.
- The impact on the setting of the Scheduled Monuments at Low Melwood (Carthusian Priory) and the motte & bailey Castle at Owston Ferry could be minimised by running the new line in parallel with the existing line if the new line is sited to the west of the existing line.

National Grid's Response to feedback received

As part of the design process, we 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, can be found in the Corridor and Preliminary Routeing and Siting Study (CPRSS) that was published in support of the stage one non-statutory consultation and is available on our Project website. National Grid has considered the sensitivities of this area in the routeing of the new overhead line and the preferred alignment looks to parallel the existing overhead lines where possible within the Isle of Axholme to reduce the spread of infrastructure within this landscape. However, this is not achievable throughout due to existing constraints, including a windfarm in the northern section and existing settlements. We have updated our proposals in the light of the stage one non-statutory consultation feedback, and our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) during our statutory consultation. Of note 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 Church of St Martin. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify potential for significant effects on receptors, including the village of Beltoft and identify the need for any additional mitigation. We are also undertaking a Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Route Section 5

In route section 5, the preferred alignment runs southeast in close parallel to the existing 4ZQ overhead line for approximately 5.3 kilometres until it reaches B1392 Meredyke Road at the end of Route Section 5. This preferred alignment is located just to the west of the existing 4ZQ overhead lines, passing near Adlingfleet and Garthorpe. The alignment's position was influenced by design changes at the River Ouse crossing and the routeing decisions at Ousefleet, leading to its location west of the existing overhead lines. Positioning the preferred alignment to the east of these lines was deemed less favourable from a technical standpoint due to the need for line swap-overs. Additionally, aligning it to the west of the existing 4ZQ overhead line is preferred from a cultural heritage perspective. This choice is assessed to have a lesser impact on the Adlingfleet Conservation Area and the listed buildings within it, as well as those in Fockerby and Garthorpe. As the preferred alignment stretches past Garthorpe to the west and then Luddington to the east, route section 5 concludes before B1392 Meredyke Road, close to the River Trent. Our overall decision on the preferred alignment for the new overhead line routeing at route section 5 is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

Section 6

In route section 6 includes various constraints related to routeing, such as the Keadby Wind Farm, Keadby Substation (with associated 4ZQ and 4KG overhead lines), the Humber Low Carbon Pipeline, the Keadby 3 Project, and National Grid Gas infrastructure. There are also multiple 132kV and smaller DNO assets east of Keadby Substation. Key considerations for the preferred alignment centred around its proximity to Crowle and Keadby Wind Farm. In line with Corridor Preliminary Routeing Siting Study (CPRSS) 2023, four corridor options were evaluated to assess impacts on surrounding areas, leading to a technical assessment that helped determine the preferred alignment. Landscape evaluations suggest routeing the alignment to the east of the graduated swathe, as it positions the route further from Crowle and its western properties, despite being closer to North Pilfrey Farm. Ecologically, nearby designated sites—such as Thorne and Hatfield Moors SPA, Thorne Moor SAC, and Thorne, Crowle, and Goole Moors SSSI—are better protected by this eastern route, increasing separation from these areas. Cultural heritage assessments also support the eastern alignment, as it is further from heritage assets in Crowle and the Crowle

Conservation Area. Additionally, this alignment minimises crossings over National Grid Gas Pipelines by following a central path within the graduated swathe, south of Ealand and past the North Moors farm. Our overall decision on the preferred alignment for the new overhead line routeing at route section 6 is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

Section 7

The preferred alignment crosses the M180 motorway and runs broadly south, crossing Belton Road west of Beltoft. At tower 4AF142, it runs closely parallel to the existing 4TM and ZDA overhead lines east of Epworth. The close paralleling helps avoid encirclement of properties and minimises impact on residential areas in Belton, Epworth, and East Lound. The alignment introduces angles to navigate around High Melwood House and Low Hall Farm, bringing it closer to Beltoft. This route is preferred for its lower elevation and effective paralleling, following Rule 6 of the Holford Rules. Concerns were raised about potential impacts on Dixon Wood, South Moor Cover, and a local fishpond, as well as oversailing a wetland area within the Melwood Upper Quarry Local Wildlife Site (LWS). Ornithological perspectives, however, favoured a route more closely aligned with the existing overhead lines. Close parallel routeing also moderately minimises impacts on heritage assets. Although the preferred alignment encircles Beltoft and its two listed buildings, it offers a buffer from more significant heritage assets in the Isle of Axholme Area of Special Historic Landscape Interest. Consultation with English Heritage confirmed the preference of routeing away from Crowle, Belton, and Epworth, while remaining west of the existing overhead lines. A more equidistant alignment option within the centre of the graduated swathe was preferred for balancing impacts on noise, vibration, socio-economics, recreation, tourism, health, and well-being for communities on both sides of the route. Our overall decision on the preferred alignment for the new overhead line routeing at route section 7 is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation.

We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify potential for significant effects on receptors, including cultural heritage receptors such as Listed Buildings and identify the need for any additional mitigation. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. With regards to visual impacts, through routeing and siting National Grid has sought to reduce the impact on landscape character and visual amenity. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include an assessment on both landscape and visual amenity and will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in the PEIR, during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Nottingham City Council - Summary of Consultation Feedback Response
• No comment as works not in area.
National Grid's Response to feedback received
National Grid notes Nottingham City Council's comments.

Nottinghamshire Fire and Rescue - Summary of Consultation Feedback Response
• Provide advance notice of any works taking place to ensure plans and any mitigation can be implemented and put in place, including around water sources, so the Fire Brigade can respond to any incidents in Nottinghamshire within the Brigade's normal manner.
National Grid's Response to feedback received

National Grid notes Nottinghamshire Fire and Rescue comments and will continue to engage with the Nottinghamshire Fire and Rescue as appropriate to ensure plans and mitigation can be implemented and put in place including around water sources to enable the Fire Brigade can respond to any incidents in Nottinghamshire within the Brigade's normal manner.

National Grid, as part of our iterative design process, are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During the statutory stage of consultation, we will be presenting more detail within the Preliminary Environmental Information Report (PEIR) around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts. As the project moves forward, we will continue to engage throughout the planning process and, if consented, we 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.

Owston Ferry Parish Council - Summary of Consultation Feedback Response

- Object to the proposal due to the visual and environmental impact on the Isle of Axholme and the historic landscape.
- Preference for undergrounding of power cables.
- Where undergrounding is not possible pylons should have the least visual impact on the landscape.

National Grid's Response to feedback received

Through routeing and siting National Grid has sought and will continue to seek to reduce, as far as practicable, potential impacts on the Isle of Axholme Area of Special Historic Landscape Interest. The process of routeing has taken account of heritage assets, including scheduled monuments, listed buildings, conservation areas, archaeological remains and areas of special historic landscape interest (or historic landscape character). Through careful consideration of the design of the preferred alignment, National Grid has sought to minimise impacts on designated assets and their settings, where practicable, and sought to reduce impacts through avoidance or off setting (through mitigation). National Grid's preferred alignment largely routes the new overhead line in close parallel with the existing overhead line in the Isle of Axholme, to limit the spread of infrastructure and the impacts of constructing new overhead lines. This has not been possible across the entire area of the Isle of Axholme, due to the presence of existing constraints such as Keadby Windfarm.

<u>Underground</u>
National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 work to date, we are of the view that overhead lines in this location are appropriate, and best meet our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

The Environmental Impact Assessment is assessing the effects on cultural heritage, including the impacts on the Isle of Axholme Area of Special Historic Landscape Interest. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Historic England, North Lincolnshire Council and other specialist stakeholders on aspects relating to the Isle of Axholme Area of Special Historic Landscape Interest to ensure that the views of the Statutory Bodies for Heritage are taken into account as the Project continues to develop.

With regards to visual impacts, through routeing and siting National Grid has sought to reduce the impact on landscape character and visual amenity. We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

South Cave Parish Council - Summary of Consultation Feedback Response

- Support the view of Ellerker PC that neither of the proposed routes to the north (Hilldales side) or the south (Ring Beck and Howdencroft Hill) of Ellerker and Broomfleet are acceptable for overhead cables and pylons.
- Power cables should be underground to ensure no settlement is impacted by overhead lines and pylons, including noise and health concerns.
- Information and reassurance about the potential impact of electricity force fields on human and livestock is required, of the two parallel pylon in the proposals.
- Overhead power cables do not fit with the local environment and the conservation areas. They will have a negative visual impact on Wolds Way that should be preserved along with mature woodlands.
- The narrow corridor across Woodale and Mount Airy will negatively impact the landscape, natural habitat, property prices and the Wolds Way National Trail.
- The proposals will impact migrating birds in the UNESCO East Atlantic Highway.

National Grid's Response to feedback received

Undergrounding

National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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) (now known as National

Landscapes), 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 in this area.

The relevant National Policy Statement (NPS) EN-5 makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas 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. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting https://www.nationalgrid.com/electricity-transmission/document/142336/download). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the engineering, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of National Grid's statutory duties and must be considered in reaching a balanced decision. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. Our overall decision on the preferred alignment for the new overhead transmission line is presented within the Design Development Report (DDR) 2025 during our statutory consultation.

Noise

National Grid is undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, including Public Rights of Way and sensitive ecological sites. These are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Health

The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent 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.

Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead line 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 ensures that health concerns relating to EMFs are properly and adequately addressed.

In addition to this, we are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for theProject. 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 will assess the health effects for residents and employees within close proximity to the area. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) as part of our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Project Freephone number, address or email throughout the development of the Project:

• Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm)
• Email us: contact@nh-hm.nationalgrid.com
• Write to us: Freepost NH to HM.(No stamp or further address details are required)"

Visual amenity

National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. 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. National Grid has carefully considered the potential impacts of the North Humber to High Marnham Project at an early stage, and the findings and justifications for the selection of the preferred corridor in which the preferred alignment is to be routed, can be found in the Project Corridor Preliminary Routeing Siting Study (CPRSS), which is available on our Project website. National Grid, through the routeing and siting exercise, has sought to reduce the impact of the preferred alignment on landscape character and visual amenity. Our preferred alignment runs parallel to the existing overhead line at Woo Dale to minimise the spread of infrastructure on views from the Yorkshire Wolds Way.

We are undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This includes an assessment on both landscape character and visual amenity including local communities with reference to Conservation Areas where applicable. The effects on the setting of Conservation Areas are considered in the assessment of effects on Cultural Heritage. Where any significant effects are anticipated the LVIA and Cultural Heritage assessments will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Public rights of way

Through routeing and siting, National Grid has sought and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).

The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. We are undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for theProject. This will include a Traffic and Transport assessment which will include an assessment of the Project's impacts on PRoW. In addition to this, impacts on the local PRoW network will feed into the assessment of the visual effects on communities and National Trails such as the Wolds Way will be considered. Should any significant impacts be identified that cannot be avoided, National Grid will seek to minimise these impacts where possible, through the implementation of mitigation strategies. Measures may 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. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Ecology and ornithology

Through routeing and siting, National Grid has sought, and will continue to 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 such as habitats including woodlands, notable species and designated sites (such as Special Areas of Conservation, Sites of Special Scientific Interest or Local Wildlife Sites) through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Natural England and Local 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 continues to develop.

Potential operational and construction impacts on birds will be a key consideration of the assessment of the project as per the advice received from Natural England and other stakeholders. Baseline data gathering is ongoing to support the assessment, and a particular focus of the baseline work is on the location of the River Ouse crossing and the terrestrial habitats up to approximately 10km either side of it. Note that the east coast wetlands is currently on the UNESCO ""tentative list"" and has therefore not been added to the global list (ratified) as part of the East Atlantic Flyway UNESCO site, nevertheless the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area.

Through this ongoing assessment process, and our engagement with Natural England and the RSPB, our preferred alignment routes the new overhead line in close parallel to the west of the existing overhead line in this area. Although undergrounding may reduce the potential for collisions, it comes with potentially significant potential adverse impacts during construction, and permanent losses of terrestrial habitat on which SPA and SSSI species may rely as a feeding resource. It is also 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.

East Atlantic Flyway

National Grid note that the east coast wetlands is currently on the UNESCO "tentative list" and has therefore not been added to the global list (ratified) as part of the east Atlantic flyway UNESCO site. Nevertheless, the consideration of other statutory designations for birds will align with the any need to consider the tentative UNESCO status in this area. Assessment of Ornithology will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead line has been agreed with Natural England targeting wintering / passage birds. Surveys have commenced with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. A Habitat Regulations Assessment will be carried out to evaluate the Likely Significant Effects of the Project on European sites, including the Humber Estuary SPA, SAC, SSSI and Ramsar. The HRA will consider all potential impact pathways, including (but not limited to) hydrological pathways, changes to air quality, noise and visual disturbance.

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, and the decision on the preferred alignment will be informed by our ongoing assessments, consultation, and the baseline data being gathered. Through this process, both construction and operational impacts on birds will be assessed based on robust baseline data. Our baseline data gathering has 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 ongoing assessment process, and our engagement with Natural England

the RSPB, our current preferred alignment routes new overhead lines in close parallel with the existing overhead lines in these areas. Although routeing the new overhead line further to the west 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 less likely to increase collision mortality significantly. Routeing the new overhead line in close parallel with the existing overhead lines limits the spread of infrastructure in these areas, and therefore the creation of new barriers to flight/migratory pathways. We will continue to engage with Natural England, the RSPB and Local Planning Authorities on aspects relating to biodiversity and the natural environment, alongside continuing our ongoing assessment work. Our engagement will include considering appropriate routeing to limit impacts and mitigation measures and techniques in this area.

BNG

National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Land

National Grid is committed to working closely with land and property owners and occupiers to understand and mitigate the effects of the North Humber to High Marnham project on their activities, and ensure fair compensation for any purchase of land. We will pursue voluntary agreements with affected landowners, acquiring rights in accordance with our Land Rights Strategy. If a voluntary agreement cannot be reached, we will seek the required rights by compulsory acquisition and ensure fair compensation for any compulsory purchase of land under the Compulsory Purchase Compensation Code.

If landowners have specific concerns about land/property matters please contact our Lands team at Dalcour Maclaren by:

Freephone: 01270 904929
Email: NH-HM@dalcourmaclaren.com
Post: Unit 1, Staplehurst Farm, Weston on the Green, OX25 3QU

As outlined above, based on our work to date, we believe that overhead lines in the South Cave area are appropriate, and best meet our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. National Grid's proposed alignment routes the new overhead line in close parallel with existing overhead line in the South Cave area, to limit the spread of infrastructure and reduce the impact of constructing new overhead lines in this area. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, with the results of our initial assessments presented in the Preliminary Environmental Information Report (PEIR) during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

South Leverton Parish Council - Summary of Consultation Feedback Response

- The proposals are in close proximity to South Leverton and will have a visual impact on the windmill that is a local landmark.
- Construction and maintenance of the pylons will cause a disturbance.
- Local infrastructure is unsuitable for heavy vehicles including access roads and weak bridges over tributaries leading to the River Trent.
- There are several conservation areas and local wildlife and the environment will be impacted by the proposals.
- Other energy projects including solar and nuclear are being developed in the area.

National Grid's Response to feedback received
National Grid carefully considered the potential impacts of the North Humber to High Marnham Project at an early stage, and the findings and justifications for the selection of the preferred corridor in which the new overhead lines are proposed to be routed, can be found in the Corridor Preliminary Routeing Siting Study (CPRSS), which is available on our Project website and was presented at our stage one non-statutory consultation. As part of the design process, we seek to develop the most appropriate design taking into account engineering, environmental and socio-economic factors and cost. From a socio-economics perspective, the priority is to avoid towns, villages and businesses, where there are likely to be people who live and work in the areas. As a result, in the design process, South Leverton was an area prioritised to be avoided for routeing the new overhead line and this is reflected by the graduated swathe which avoids South Leverton to reduce adverse socio-economic effects. We are undertaking a comprehensive Environmental Impact Assessment (EIA) for the Project, to ensure that matters relating to the environment are considered when developing the proposals for the Project. This includes a number of topic specific assessments, which assess the Project's impact on the local area. Where significant effects are anticipated, these assessments will consider and identify areas for potential mitigation, as part of an iterative design and assessment process. This assessment will consider any socio-economic effects associated with the route's proximity to South Leverton. Our overall decision on the preferred alignment for the new overhead line routeing at South Leverton is presented within Chapter 7 of the Design Development Report (DDR) 2025 during our statutory consultation. <u>Visual Impact</u> National Grid develops its projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with technical requirements and cost when developing our projects. 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. National Grid has carefully considered the potential impacts of the North Humber to High Marnham Project at an early stage, and the findings and justifications for the selection of the preferred corridor in which the new overhead lines are proposed to be routed, can be found in the Project CPRSS, which is available on our Project website. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character, amenity value and designated heritage assets that include the Grade II* listed North Leverton Windmill, as we develop our proposals and seek to reduce effects. We are be undertaking a Landscape and Visual Impact Assessment (LVIA), as well as an assessment on the impacts to cultural heritage, that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities, whilst the cultural heritage chapter will assess impacts upon heritage assets including the designated Grade II* listed North Leverton Windmill. Where significant effects are anticipated the LVIA and the cultural heritage chapter will consider and identify areas for potential mitigation as part of an iterative design and assessment process. <u>Construction</u> National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Should any temporary haul roads be required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During the statutory stage of consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.

Maintenance

National Grid has thousands of kilometres of overhead lines across the UK. We have well established and standardised practices to undertake maintenance works. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where possible. The typical lifespan of an overhead line would be approximately 80 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken.

Ecology & Biodiversity

Through routeing and siting National Grid has sought and will continue to reduce as far as practicable 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 through avoidance or mitigation, including protected and notable species and habitats, and designated sites (such as Treswell Wood Site of Special Scientific Interest (SSSI)/Local Wildlife Site (LWS) and Ashton's Meadow SSSI/LWS). The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures will be implemented. We will continue to engage with Natural England 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 continues to develop.

National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver Biodiversity Net Gain (BNG) and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Need for the Scheme

The North Humber to High Marnham proposal is needed to support the UK's energy net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network. The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. Building North Humber to High Marnham, together with other proposals, will help meet this future energy requirement. With regards to other projects or developments, 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.

Sturton le Steeple Parish Council - Summary of Consultation Feedback Response

- The area is already heavily impacted by other infrastructure projects (including two power stations that are being decommissioned, battery storage and several solar farms, proposed nuclear fusion plant) and existing pylons.
- Preference for the cables to be underground to minimise visual impact on the landscape, agriculture and value of property.
- Concern regarding the health impact of the cables and pylons.
- Concern regarding impact on North Leverton windmill.

- Criticism of consultation process including feedback form being difficult to navigate.

National Grid's Response to feedback received

Other Infrastructure

The comment regarding other developments is noted. National Grid will as part of the Environmental Impact Assessment (EIA) process for the Project undertake a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This, in summary, is a four step 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 through the Environmental Impact Assessment process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the Environmental Statement (ES).

Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders including Local Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.

Undergrounding

National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 work to date, we are of the view that overhead lines in this location are appropriate, and best meet our statutory duties to develop proposals that are efficient, coordinated and economical, whilst having regard to the environment. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify the need for any additional mitigation. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Health Impacts

In relation to health impacts, the UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed. We will also be undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the North Humber to High Marnham upgrade. 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 will assess the health effects for residents and employees within

close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase.

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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project:

• Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm)
• Email us: contact@nh-hm.nationalgrid.com
• Write to us: Freepost NH to HM.(No stamp or further address details are required)

Landscape and Visual

National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We have considered both landscape character, amenity value and designated heritage assets that include the Grade II* listed North Leverton Windmill, as we develop our proposals and seek to reduce effects. The preferred alignment routes in a south-westerly direction from the north of Sturton-le-Steeple, routeing in parallel to the railway track between towers 4AF210 and 4AF221. At tower 4AF221, the preferred alignment changes direction to route in a south-easterly direction towards South Leverton at tower 4AF225. The purpose of the preferred alignment configuration between towers 4AF210 and 4AF225 is to maximise the stand-off and thus impacts on the setting the Grade II* listed North Leverton windmill,. In addition to the being a listed heritage asset, feedback gathered from the stage one non-statutory consultation in 2023 and the localised non-statutory consultation in 2024 identified the asset to be of local importance. Routeing the preferred alignment further west of the asset is considered to be preferable.

We are undertaking a Landscape and Visual Impact Assessment (LVIA), as well as an assessment on the impacts to cultural heritage, that will, in addition to other topic specific assessments form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape character and visual amenity including local communities, whilst the cultural heritage chapter will assess impacts upon heritage assets including the designated Grade II* listed North Leverton Windmill. Where significant effects are anticipated the LVIA and the cultural heritage chapter will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Feedback Form

National Grid notes the feedback on our consultation feedback form. The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. We have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter or email. All feedback received from the stage one non-statutory consultation has been read by the Project team and all feedback has and will continue to be considered as the Project develops. All feedback has been recorded and responded to in this Non-Statutory Consultation Feedback Report.

The Coal Authority - Summary of Consultation Feedback Response
• No comments
National Grid's Response to feedback received
National Grid notes that no comments were provided by The Coal Authority'.

Twin Rivers Parish Council - Summary of Consultation Feedback Response
• Preference is for cables to be underground or a new route as both of the options proposed would sever the village. • Local roads unsuitable for heavy vehicles transporting materials and would impact the farming community. • Pylons will take up valuable farming land that is used to grow crops (for livestock and humans). • Concern regarding health risks of extra pylons. • Criticism of consultation process including promotion and lack of consultation event in Ousefleet.
National Grid's Response to feedback received
Undergrounding National Grid has carefully considered the feedback received during the stage one non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes 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 Areas of Outstanding Natural Beauty (AONB), 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.. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location. We will carefully consider feedback from our first stage of our consultation on the question of undergrounding and other aspects, as we develop more detailed proposals. Impact of construction traffic National Grid, as part of our iterative design process, will undertake 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. In addition to this, National Grid is also committed to engaging with residents and wider stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During the statutory stage of consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.

As the Project moves forward, we will continue to engage throughout the planning process and, if consented, we 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 during the construction period.

Health

The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for Development Consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits.
Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed infrastructure will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
We will also be undertaking an Environmental Impact Assessment (EIA), to ensure that matters relating to the environment are considered when developing the proposals for the North Humber to High Marnham upgrade. 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 will assess the health effects for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase.
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 including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.
We urge anyone with concerns to get in touch through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project:
• Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm)
• Email us: contact@nh-hm.nationalgrid.com
• Write to us: Freepost NH to HM.(No stamp or further address details are required)

Agricultural impact

National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners.

We are 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. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

Consultation

Before the stage one non-statutory consultation commenced, we prepared a Consultation Strategy (June 2023). This document set out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Consultation Strategy (June

2023) is available in Appendix A and the stage one non-statutory consultation was undertaken in accordance with this. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation.

National Grid promoted and publicised the stage one non-statutory consultation via a range of methods. A newsletter introducing the Project was sent to all addresses within our primary consultation zone, which included all properties within 1km of our preferred corridor, approximately 11,900 addresses. National Grid also undertook a number of other activities to promote and advertise the consultation, including two rounds of online and print newspaper adverts, targeted social media advertising through Facebook and the placement of adverts in prominent locations throughout the communities. Further details of National Grid's promotion and publicity of the stage one non-statutory consultation is available in Chapter 4 of this report and in the Consultation Strategy. A total of 9 face-to-face events along the proposed route were held during the consultation period of 8 weeks. National Grid also held 8 webinars across this period, with a recording of one of our general overview webinars available on the Project website for people to view at any time. 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.

Yorkshire and Humber Drainage Board - Summary of Consultation Feedback Response
• Any structures within 9 metres of a watercourse, or alterations to a watercourse such as new crossing points, will require Land Drainage Consent form the Board. • Within the IBD district, there should be no increase in surface water runoff as a result of any development.
National Grid's Response to feedback received
National Grid notes Yorkshire Humber Drainage Boards comments. National Grid will continue to engage with the Drainage Board. National Grid has sought to and will continue to seek to reduce the impact on watercourses 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 is being prepared assesses 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 will be prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

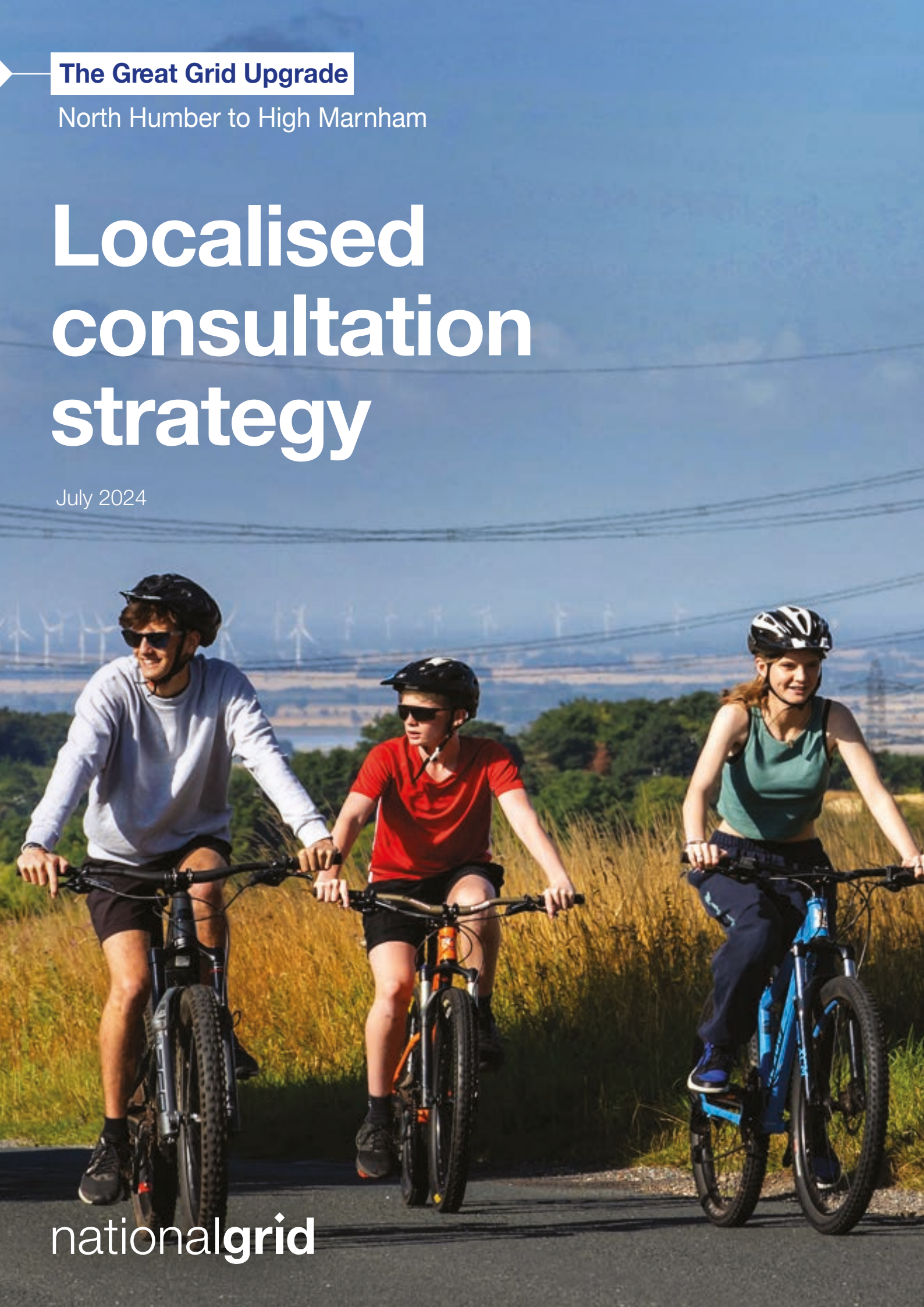
Appendix H
Localised Non-Statutory Consultation Strategy

The Great Grid Upgrade

North Humber to High Marnham

Localised consultation strategy

July 2024



nationalgrid

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1. Introduction

The way we generate electricity in the UK is changing rapidly, and we are transitioning to cheaper, greener and more secure energy sources, such as new offshore windfarms. We are presenting some plans in your local area to help this transition and ensure the grid is ready. These proposals are part of The Great Grid Upgrade, the largest overhaul of the grid in generations.

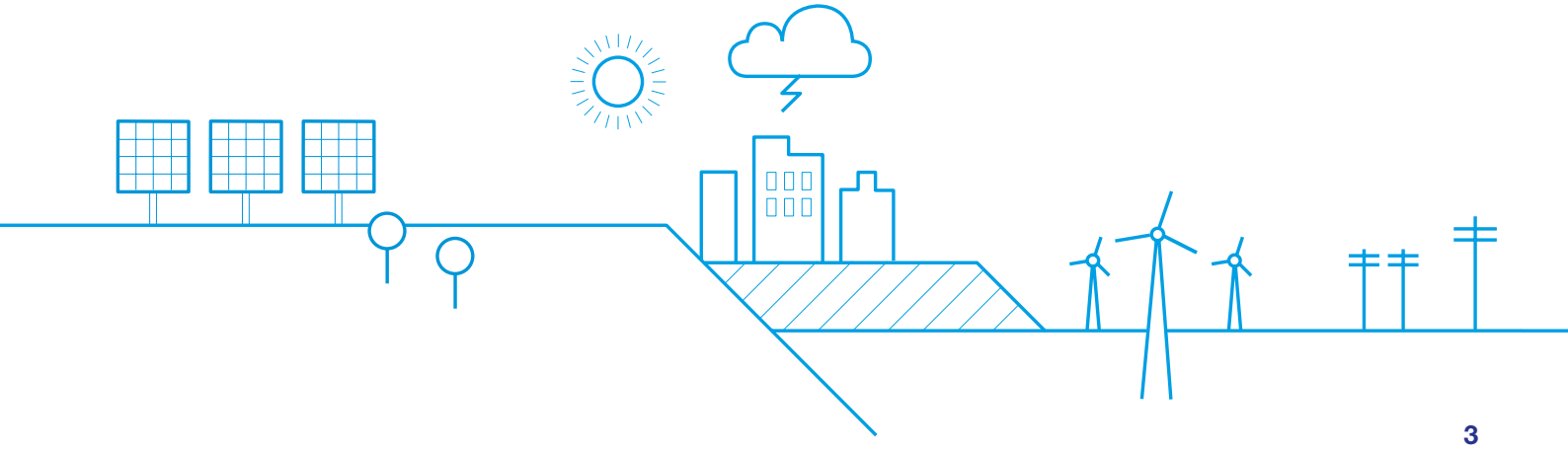
Between 1 June to 27 July 2023, National Grid Electricity Transmission plc (NGET) undertook a non-statutory public consultation (stage 1 consultation) on proposals to upgrade the electricity transmission network between a new substation at Creyke Beck, in the north Humber region, and a new substation at High Marnham in Nottinghamshire. We presented our emerging preferred corridor and graduated swathe, split into 11 different route sections. NGET is now carrying out a four-week localised non-statutory consultation between 9 July and 6 August 2024 regarding our proposals for a potential alternative corridor, referred to as the 'eastern corridor', between South Wheatley and High Marnham.This document sets out the agreed consultation strategy for the localised non-statutory consultation.

The North Humber to High Marnham upgrade will support the UK's net zero target by reinforcing the electricity transmission network between the North of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network.

At our stage 1 consultation in 2023, we asked residents and interested parties for their feedback on route sections 1 to 11 of the emerging preferred corridor and we will be carrying out a further stage of localised consultation in those areas. The feedback received from the localised non-statutory consultation will help us refine our proposals ahead of statutory consultation.

Representatives of Nottinghamshire County Council and Bassetlaw District Council have been consulted about the proposed approach to localised consultation.

A Statement of Community Consultation (SoCC) will be prepared ahead of stage 2 (statutory) consultation, which is proposed to take place in early 2025. The content of the SoCC will be discussed with representatives of the relevant local planning authorities and publicised ahead of the formal stage of consultation on the SoCC, as per Section 47 of the Planning Act 2008 (as amended).



2. National Grid Electricity Transmission – What we do in the UK

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

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

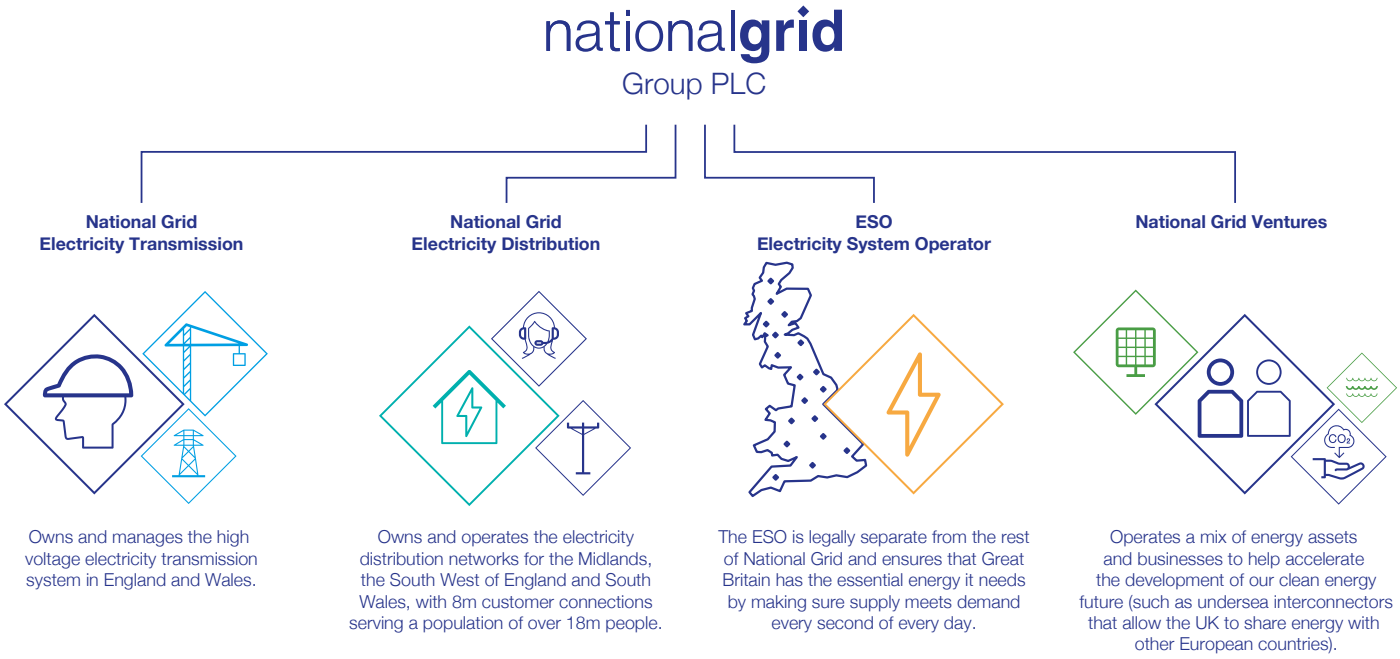
It is our vision to be at the heart of a clean, fair and affordable energy future. We believe that by acting now, the UK can become the world's first major clean economy, with net zero carbon emissions by 2050, creating growth and jobs for communities across Britain.

Within the wider National Grid PLC group of companies, there are four separate legal entities, each with their own roles and responsibilities. The structure of the National Grid PLC group of companies is available in Figure 1.



National Grid Electricity Transmission (NGET) owns, builds and maintains the transmission network in England and Wales. It is NGET that is developing the proposals for the North Humber to High Marnham upgrade.

Figure 1: Structure of the wider National Grid PLC group of companies



National Grid Electricity Distribution owns and operates the distribution networks for the Midlands, the South West of England and south Wales.

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

National Grid ESO also plans future network requirements, ensuring the right amount of energy is where it is needed. It is entirely separate from National Grid Electricity Transmission.

National Grid Ventures sits outside the above businesses, investing in technologies and partnerships that help accelerate our move to a clean energy future. That includes interconnectors – connecting the UK with countries across the North Sea, allowing trade between energy markets and efficient use of renewable energy resources.

3. Project background and need

The increase in renewable energy generation, in line with the UK Government's Net Zero legislative agenda, is driving the need to expand the capacity of National Grid's transmission system.

Upgrading to cleaner, greener and more affordable energy will create exciting new opportunities for growth across the UK and speed up our efforts to tackle the global climate challenge.

The Energy White Paper (December 2020) set a target to quadruple offshore wind capacity in the UK over the next ten years – enough to power every home in the UK. Everyone will benefit from clean energy and cleaner air, and a nationwide rollout of charging points will support the move away from fossil fuel for transport to more electric vehicles on our roads by 2030.

The British Energy Security Strategy (April 2022) saw the UK make new commitments to develop cleaner, more secure and affordable energy. It aims to accelerate the deployment of a range of energy sources, which could see up to 95% of our electricity being low carbon by 2030.

In Powering up Britain, the Government explains that the grid needs to be expanded at an unprecedented scale and pace to deliver more clean power and increase our energy security.

Britain is leading the way and can become the world's first clean economy, with net zero carbon emissions by 2050.

The Humber Estuary, Lincolnshire and Nottinghamshire are important and developing regions for renewable and low carbon energy. Like much of the high voltage electricity transmission network across the country, the network between the North and the Midlands was largely built in the 1960s, carrying electricity down from Scotland and the North and, connecting coal-fired generation in the Aire and Trent valleys with the main centres of population.

The existing network serving the North Humber region (the 'Creyke Beck area') can export just under 7 GW of electricity, whilst remaining compliant with the Security and Quality of Supply Standards that the network is operated to. Whilst this has been sufficient until today, it is not sufficient to meet the power carrying capability that is required by the end of this decade and beyond.

There are several new sources of clean green energy contracted to connect in the Creyke Beck area in the next decade. Should all of these be built, this would amount to just over 13 GW of generation capacity by the early 2030s. To help deliver this network capability, we need to build a new 400 kV electricity transmission line between a new substation at Creyke Beck, in the North Humber region, and a new substation at High Marnham in Nottinghamshire.

When developing transmission network proposals, we must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and have regard to the desirability of preserving amenity. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties.

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

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

For further clarification on any of the detail included within this document, NGET has a glossary of terms and acronyms which can be found at the following website address: **https://www.nationalgrid.com/uk/electricity-transmission/about-us/glossary-terms-and-acronyms**


TIKKA
TIKKA

4. Consultation and engagement to date

National Grid is committed to engaging and consulting with communities and stakeholders at an early stage of the proposed Project, giving people the opportunity to provide feedback and insight at a formative stage ahead of more detailed design work being carried out.

Our stage 1 consultation lasted 8 weeks, between 1 June and 27 July 2023. At this early stage, we presented an emerging preferred corridor and potential location for the new infrastructure in the form of a 'graduated swathe' within a wider corridor. This set out our thinking regarding the most appropriate locations where we may route the new transmission line.

We sought to identify and understand the views and opinions of all the stakeholders and communities who may potentially be affected by the proposed Project. We consulted with stakeholders at an early stage to ensure technical advice and local knowledge were taken into account in the early development of the Project. We wrote to just under 12,000 properties alongside the route, placed adverts in local and national newsletters and aimed to reach residents online through targeted social media advertisements.

The purpose of the stage 1 consultation was to:

- introduce and provide an overview of the project to the public
- explain why we need to build the reinforcement
- set out options that have been considered and how we made the decision on the emerging preferred corridor and graduated swathe being proposed
- present and explain our emerging preferred corridor with a graduated swathe
- present and explain the indicative zones for the siting of the two substations, to help explain the need for the project*
- ensure all stakeholders have the opportunity to provide feedback on our work to date
- outline the next steps and programme and how we will further develop our proposals.

* The substation siting zones did not form part of the stage 1 consultation.

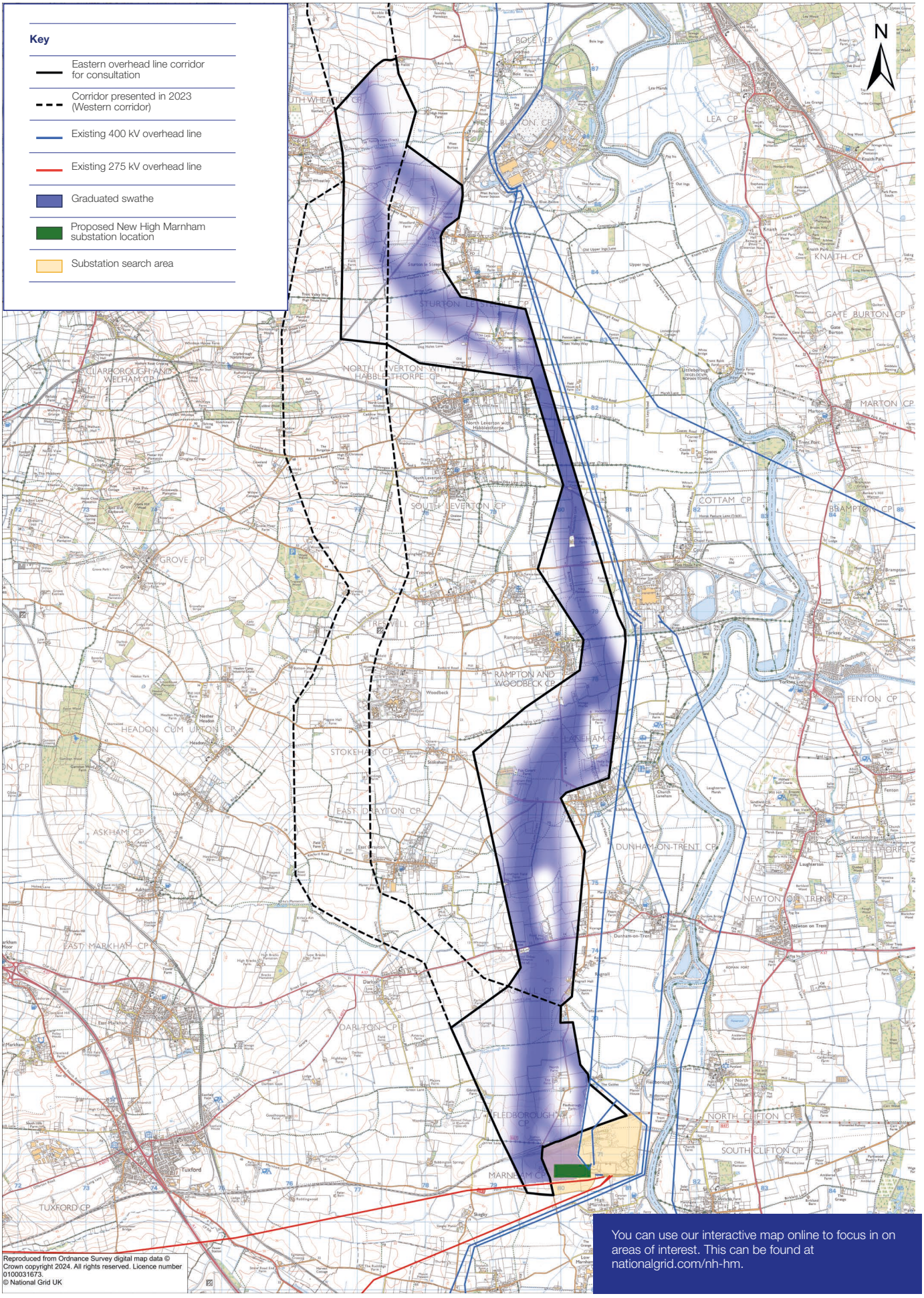


Figure 2: Eastern Corridor for localised non-statutory

5. Purpose of the localised consultation and consultation timing

Following close of stage 1 consultation in 2023, we reviewed all consultation feedback and undertook a backcheck and review of the Corridor Preliminary Routeing and Siting Study (CPRSS) 2023, taking into account new information, including consultation feedback.

This 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.' We are now carrying out a localised non-statutory consultation on the eastern corridor to provide the opportunity for stakeholders to review and provide feedback on this option prior to a decision being made on the overall preferred corridor and route ahead of stage 2 (statutory) consultation.

We have assessed the potential impacts that the eastern corridor may have across a wide range of criteria, including environmental, socio-economic, technical and cost factors. A Supplementary Corridor and Routeing Study Report (2024) has been prepared to provide information to inform local communities and stakeholders of an eastern corridor for the Project between South Wheatley and High Marnham.

Feedback from the stage 1 consultation and localised non-statutory consultation in 2024 will be considered alongside further assessment and survey work in reaching a decision on the overall preferred corridor and route ahead of stage 2 (statutory) consultation.

This localised consultation will take place over a four-week period, between 9 July and 6 August 2024.

Consultation area

We have defined a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ), to inform our engagement activities. They are shown in Figure 3.

Primary Consultation Zone (PCZ)

The Primary Consultation Zone will include communities and stakeholders whose property postcodes lie within 1km of the edge of the eastern corridor. Where appropriate, the PCZ has been extended to include whole streets, rather than the 1km boundary dissecting hamlets or neighbourhoods. All relevant stakeholders within this area will be consulted, including contacting each residential and business address directly.

The PCZ includes stakeholders who may be most directly affected by the proposals. We want to ensure they are kept fully informed about the project and will seek to actively engage them.

Before we start our localised consultation, we will send a newsletter to all properties whose property postcodes lie within the PCZ. The newsletter will include:

- an introduction to the project and overview of the proposals (as a number of people have not been consulted before and would not be aware of the project)
- a map of the eastern graduated swathe corridor
- details of the consultation, its purpose and how to get involved, including face-to-face engagement (local information events) and online engagement (webinars)
- information on how people can provide feedback online (or hard copy) or request printed materials including feedback forms and maps
- information on how to contact the project team and ask questions.

Secondary Consultation Zone (SCZ)

The Secondary Consultation Zone will extend to 5km from the edge of the eastern corridor. The SCZ will include stakeholders who are less likely to be directly affected by the project but may have impacts, such as construction traffic and long-distance views. Anyone in the SCZ will have the same opportunities to engage with us and provide feedback during the consultation, including receiving hard copy materials on request.

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

- placing advertisements in local and regional newspapers with information about the consultation, engagement events and where to find out more information
- requesting placement of advertisements in prominent locations in the local community
- providing project documents in deposit locations ("public information points") around the area for stakeholders to examine and some documents available to take away
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation
- publishing full details of local information events and webinars on the project website, and asking wider consultees to publish information on websites, where possible
- providing contact details for queries or to request paper copies of project documents.

6. Materials

All project documents will be made available on the consultation website, including:

- Addendum to the Project Background Document: to provide an overview of the project
- Supplementary Corridor and Routeing Study 2024: a detailed report on how the eastern corridor was identified and the graduated swathe has been developed, between South Wheatley and High Marnham, explaining also the reasons for identifying and consulting upon the eastern corridor
- Consultation newsletter: high-level description of proposals and invite to consultation events
- Maps and plans of the eastern corridor in between South Wheatley and High Marnham
- Feedback form: including an online version to provide feedback and a downloadable PDF copy.

We will place paper copies of the consultation documents at suitable, publicly accessible locations along the eastern corridor of the new reinforcement. We recommend interested parties check with the information point ahead of visiting to ensure that they are open. These locations are as follows:

Table 1: Public information points

Public information point	Opening times
West Lindsey District Council	
Gainsborough Library, Cobden St, Gainsborough DN21 2NG	Monday to Friday (9am to 5pm) and Saturday (9am to 1pm)
Bassetlaw District Council	
All Saints Parish Church Misterton, High St, Misterton, Doncaster DN10 4AL	10am to 4pm (Monday to Sunday)
Retford Leisure Centre, Old Hall Dr, Ordsall, Retford DN22 7EA	6am to 10pm (Monday to Friday), Saturday 7am to 6pm (Saturday) and 7am to 9pm (Sunday)
Bassetlaw District Council (Retford office), 17B The Square, Retford DN22 6DB	9am to 5pm (Monday to Friday)

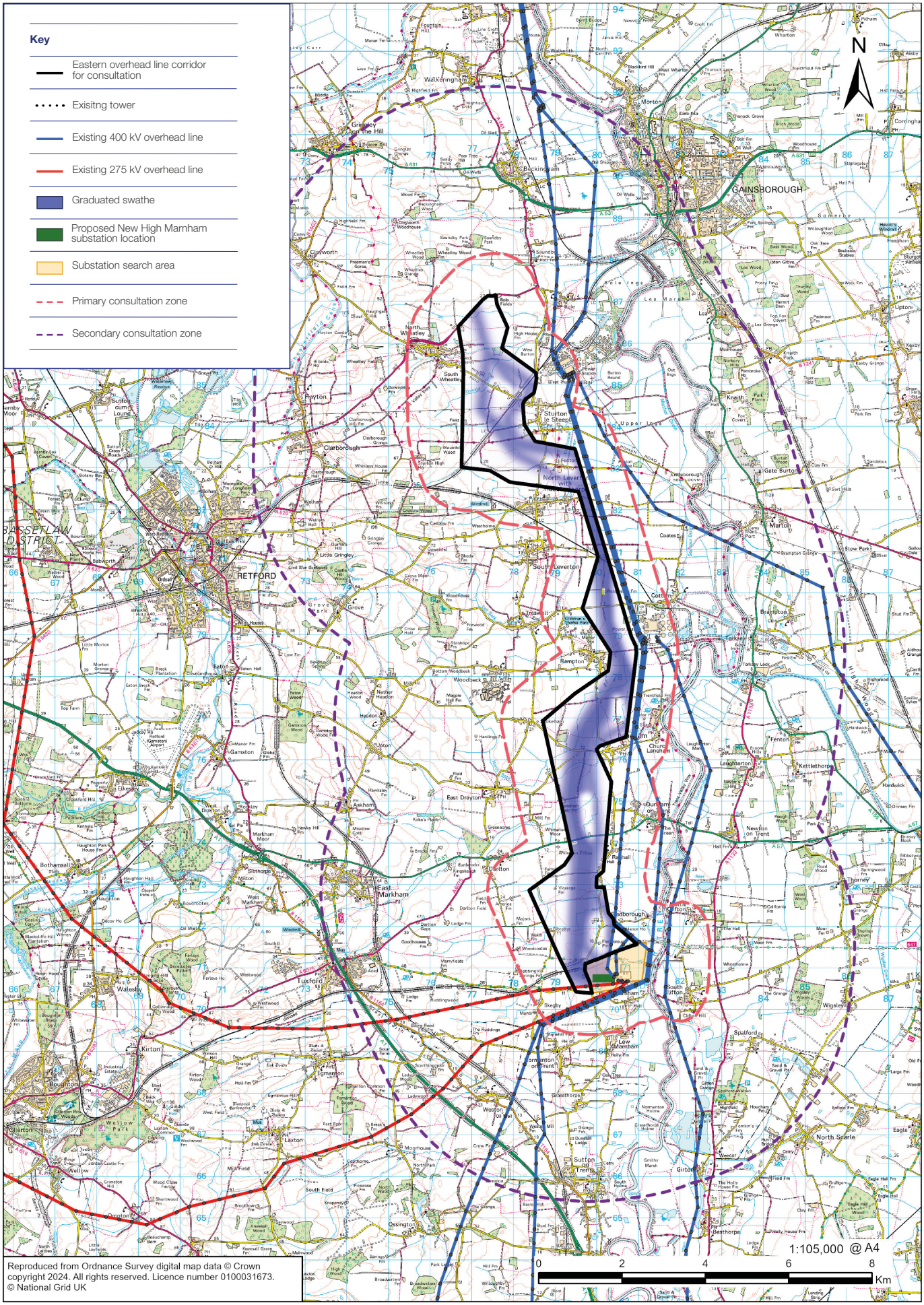


Figure 3: Primary and Secondary Consultation zones for eastern corridor



7. Stakeholder briefings and meetings

We propose holding meetings with stakeholders, either online or in-person, to provide information about the project and respond to questions.

Before the start of the localised consultation, we will offer briefing meetings with the following stakeholders:

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

Stakeholders will be sent digital copies of project information (paper copies will be provided upon request, or where digital receivership is not possible) and details on how to respond to the consultation and engage with the project team. These groups may include:

- third-party groups such as Local Enterprise Partnerships and business groups
- community groups or residents' associations with a close geographical relationship to the project
- parish councils that fall outside of the PCZ
- interest groups with a close relationship to the project.

8. Public consultation

We will use a blend of in-person and online engagement channels for this public consultation. This will involve using the Project website and other digital tools to present information on the project and gather feedback on our proposals. This approach is widely accepted for consultations on infrastructure proposals.

We are committed to engaging with all stakeholders and we want to ensure that our consultation is inclusive and will reach those who otherwise may not engage with us or do not have access to the most traditional and conventional methods of consultation. Our approach to engaging with seldom heard (SH) groups is outlined in section 10 of this document.

Project website

The North Humber to High Marnham project website was launched in 2023 with the relevant information associated with the stage one consultation and has remained accessible to all stakeholders following its close.

The website will be updated to include all relevant information for the localised non-statutory consultation, including the aforementioned documents and materials used as part of the local information events.



Table 2: Information include on project website.

Function	Description
Document library with access to the information	The library will be the 'go to' deposit location for all project information. It will ensure that all project information is available in one, easy to access location. We will encourage third parties hosting deposit locations (such as local authorities, libraries, etc.) to provide links to this page.
Consultation pages to display all relevant information and material being presented for consultation	Project documents will be laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.
Find out more pages	Details of dates and timings of consultation events, webinars and other 'ask the experts' sessions during the consultation period.
FAQs	This will help visitors to find answers to frequently asked questions.
Project update section	This section will enable members of the public to stay updated on the project and provides an easily accessible place for all recent updates to be hosted.
Project contact details	We will publish telephone, email and freepost details for the public to get in contact and request further details or ask questions.
Team call-back requests	Members of the public will be able to request a call-back to discuss the project over the phone.
Feedback form	The online form will enable members of the public to provide their feedback easily and submit to the project team. A hard copy form can also be downloaded from the website and returned by email or printed and sent back via Freepost.
GDPR (Legal statement)	All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and personal data will not be transferred outside of the European Economic Area or used for purposes other than those outlined. The website will be made accessible for all users through the provision of audio guides, videos, other visual material and the ability to request translation.

Interactive map

An interactive map provides a visual representation of the proposals presented at stage 1 consultation. The map shows the eastern corridor and graduated swathe that sits within it.

Public information events and webinars

We have arranged a mix of face-to-face public events and online webinars to provide stakeholder opportunities to find out more about the proposals and to provide feedback.

Public information events will be organised to be accessible to as many stakeholders as possible and held at suitable community hubs along the proposed route. We will be holding two events on weekdays – beginning in the afternoon and ending in the early evening – and one event on a Saturday, running from the morning into the afternoon.

In-person events will provide an opportunity to view details on the eastern route corridor and speak to technical experts within the team. If events need to be cancelled for any reason, we will publicise the cancellation and hold an online webinar in place of the event.

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

The sessions will also include time for questions and answers. Different webinars have been arranged to focus on specific geographical areas and the programme will be widely advertised. Details of how to sign up for the webinars will be widely publicised and available on the website.

The schedule of events and webinars is as follows:

Face to face public information events

Table 3: Consultation events

Date and time	Venue
Friday 12 July 2024, 2pm to 7pm	Dunham On Trent Village Hall, Low Street, Dunham, Newark NG22 0FJ
Saturday 13 July 2024, 10am to 3pm	Sturton Hall & Conference Centre, Brickings Way, Sturton Le Steeple DN22 9HY
Tuesday 23 July 2024, 2pm to 7pm	Rampton Village Hall, Manor Grounds, Rampton, Retford DN22 0JU

Online webinars

Table 4: Consultation webinars

Webinar session	Date	Start time
North Humber to High Marnham localised consultation – Our proposals between South Wheatley and High Marnham	Friday 19 July 2024	10am
North Humber to High Marnham localised consultation – Our proposals between South Wheatley and High Marnham	Thursday 25 July 2024	7pm

Team call-back

Stakeholders will be able to request a telephone call from a member of the project team if they would prefer to ask questions over the phone. This provides an alternative option for those who may have restricted access to other engagement channels or are less comfortable with online technology.

Providing feedback on our proposals

We want to make providing feedback on our proposals as easy as possible for all stakeholders. Paper copies of the feedback form will be available at information points along the route and at public information events (as previously listed). Visitors to our project website will be able to fill out and submit a feedback form online or download the PDF form and send it back directly via email or the Freepost address.

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

We will review all feedback following the close of consultation and this will be used to inform the development and refinement of our proposals, alongside further assessment and survey work. All feedback provided will be responded to in the Non-Statutory Consultation Feedback Report, which will be published as a part of the stage two (statutory) consultation in early 2025. The Non-Statutory Consultation Feedback Report will report on feedback from both the 2023 and 2024 consultations.

9. Advertising

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

Print media

To raise general awareness of the project within the area and to advertise the localised consultation, we will place advertisements in key local publications. These advertisements will help ensure that stakeholders without access to the internet are made aware of the project consultation.

Advertisements will generally be half-page prints, published in the run up to the start of localised consultation, to make stakeholders aware of the localised consultation taking place.

Social media

We will use social media to advertise the consultation. We will target advertisements to the postcodes within the PCZ. Social media advertisement may draw in stakeholders who wouldn't otherwise engage with the consultation, for example, young people. Social media advertisement will include the use of Facebook.



10. Accessibility, seldom heard and interest group strategy

We recognise that some people and groups may not be comfortable with the digital methods used for the consultation. We want to ensure that our consultation and engagement are inclusive and that we engage equally with all stakeholders, irrespective of access to and familiarity with digital communications.

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

- directly mail a newsletter with project information to all stakeholders whose property postcodes lie within the PCZ; and eastern corridor; and provide details of how to access paper copies of other project documents and provide feedback by post
- make important information available in both digital and non-digital formats and we will provide alternate formats for those who need them on request
- make paper copies of the information available at local information points, along with contact details for the project team who will be able to provide further assistance and send consultation packs to those who are unable to access the material online
- make information available in alternative languages and formats (e.g. large-print, braille), on request
- advertise the consultation and project contact details through a variety of traditional and social media methods.

Seldom Heard Strategy

The key objective of the Consultation Strategy is to undertake a meaningful, purposeful, and informative consultation, with a wide range of stakeholders.

Seldom heard (SH) groups can often be overlooked but are essential for demonstrating an effective and inclusive consultation. The wider objectives of this strategy are to:

- ensure under-represented groups are more represented in the localised non-statutory consultation for the project
- ensure the proposals are presented in a simplistic and non-technical way, including a clear understanding of the consultation process
- receive feedback from SH groups that could help shape the project's future development in ways that might otherwise beoverlooked.

SH groups are defined as being inaccessible to most traditional and conventional methods for any reason. They could include the following:

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

We will discuss how best to engage with SH stakeholders with local authorities and will continue to welcome suggestions for further groups to engage. Methods for engagement with SH and local interest groups have been designed to help engage with these groups.

Wider interest groups will also be engaged to help reach SH audiences. These interest groups include:

- business groups, such as Local Enterprise Partnerships and Chambers of Commerce
- community groups, such as residents' associations with a close geographical relationship to the project
- educational establishments, including universities, colleges and schools in the local area and wider regions.

SH and interest groups contact database

We will create a database of identified relevant contacts at seldom heard community groups and other interest groups and organisations.

We will use this contact database to ensure these groups and organisations are kept up to date with the development of the scheme through regular mailing, telephone, digital and face-to-face contact.

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

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



National Grid plc
1-3 Strand
Charing Cross
London
WC2N 5EH
United Kingdom

nationalgrid.com

Appendix I
List of localised non-statutory consultees

Consultee / Organisation / Ward
MPs
Mr Brendan Clarke-Smith - Bassetlaw
Mr Robert Jenrick - Newark
Councils and Wards
Bassetlaw District Council
Nottinghamshire County Council
Sturton Ward
Rampton Ward
Tuxford and Trent Ward
Beckingham Ward
Collingham Ward
Parish Councils
Bole Parish Council (part of Sturton Le Steeple PC)
West Burton Parish Council (part of Sturton Le Steeple PC)
North and South Wheatley Parish Council
Sturton Le Steeple Parish Council
North Leverton with Habblesthorpe Parish Council
South Leverton Parish Council
Treswell with Cottam Parish Council
Rampton and Woodbeck Parish Council
Laneham Parish Council
East Drayton Parish Council
Ragnall Parish Council (part of Dunham with Ragnall, Fledborough and Darlton PC)
Dunham on Trent Parish Council
Fledborough Parish Council (part of Dunham on Trent PC)
Darlton Parish Council (part of Dunham on Trent PC)
Stokeham (Headon, Grove & Stokeham Parish Council)
Saundby Parish Council (part of Beckingham PC)
Cottam Parish Council (Treswell with Cottam PC)
Fenton (Fenton and Torksey PC)
Marnham Parish Council (part of Normanton on Trent)
Kettlethorpe (Kettlethorpe and Laughterton)
Community Groups and Organisations
Open Spaces Society
Microfilight Aviation
Beckingham & Saundby Local History Group
Bassetlaw Action Centre
The Ramblers Group
Retford Ramblers
Bassetlaw Community and Voluntary Service
The Countryside Charity Nottinghamshire
Rural Action Community Action Nottinghamshire
North and South Wheatley Village Hall

Fairtrade for Bassetlaw
Enriching Children's Lives From the Heart Charity
Bassetlaw Food Bank
Laneham Village Hall
Coronation Hall
South Clifton Refill Station | Newark | Facebook
Retford and Gainsborough Motor Club
All Saints' Church Rampton Action Group
Rampton Horse Show
Rampton Tea Club
Rampton Village Hall
Sturton-le-Steeple Village Hall
Village Hall Choir
East Drayton Village Hall
Dot Spiritual Centre
D2N2 Local Enterprise Partnership (Nottinghamshire
Dunham-on-Trent CofE Primary School
Sustrans (East Midlands)
Bassetlaw Youth Council
MySight Notts
North Clifton Primary School
South Clifton Coronation Hall
Fledgelings Pre School
Dunham Village Hall
Sturton C Of E School
Manor Holiday Park, Retford
Rampton Primary School
Sundown Adventureland
North Leverton Boarding Kennels & Cattery
Leverton C Of E Academy
Consents stakeholders
Natural England
MMO
Historic England
Environment Agency
RSPB
Nottinghamshire Wildlife Trust
The Wildlife Trust (TWT)
The Ramblers Association
The British Horse Society
Woodland Trust
NFU
CLA (Countryside and Land Owners Association)
Isle of Axholme & North Nottinghamshire Water Level Management Board IDB

Trent Valley IDB
Network Rail
Canal and Rivers Trust
MoD
CAA
Crown Estate
Enso Energy (Bumble Bee Solar Farm)
Scottish Power Renewables (Wood Lane Solar)
National Grid Electricity Distribution
National Gas Transmission
Cadent
Anglian Water
Severn Trent Water
J G Pears
North Leverton Windmill Trust
Steeples Renewables
Cottam and West Burton Solar
One Earth Solar
Tillbridge Solar
Gate Burton Solar
STEP Fusion
Retford Model Flying Club
Darlton Gliding Club
The Health and Safety Executive
Nottinghamshire fire and rescue authority
Nottinghamshire Police
The Equality and Human Rights Commission
The Homes and Communities Agency
The Joint Nature Conservation Committee
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) / ORR
National Highways
Transport Focus
The Disabled Persons Transport Advisory Committee
The Coal Authority
The Office of Rail Regulation and approved operators
The Water Services Regulation Authority
Trinity House
Public Health England
LRF
The Crown Estate Commissioners
The Forestry Commission
Council for the protection of rural England (CPRE)
Cadent Gas

National Gas Transmission
Severn Trent Water
Exolum
BT

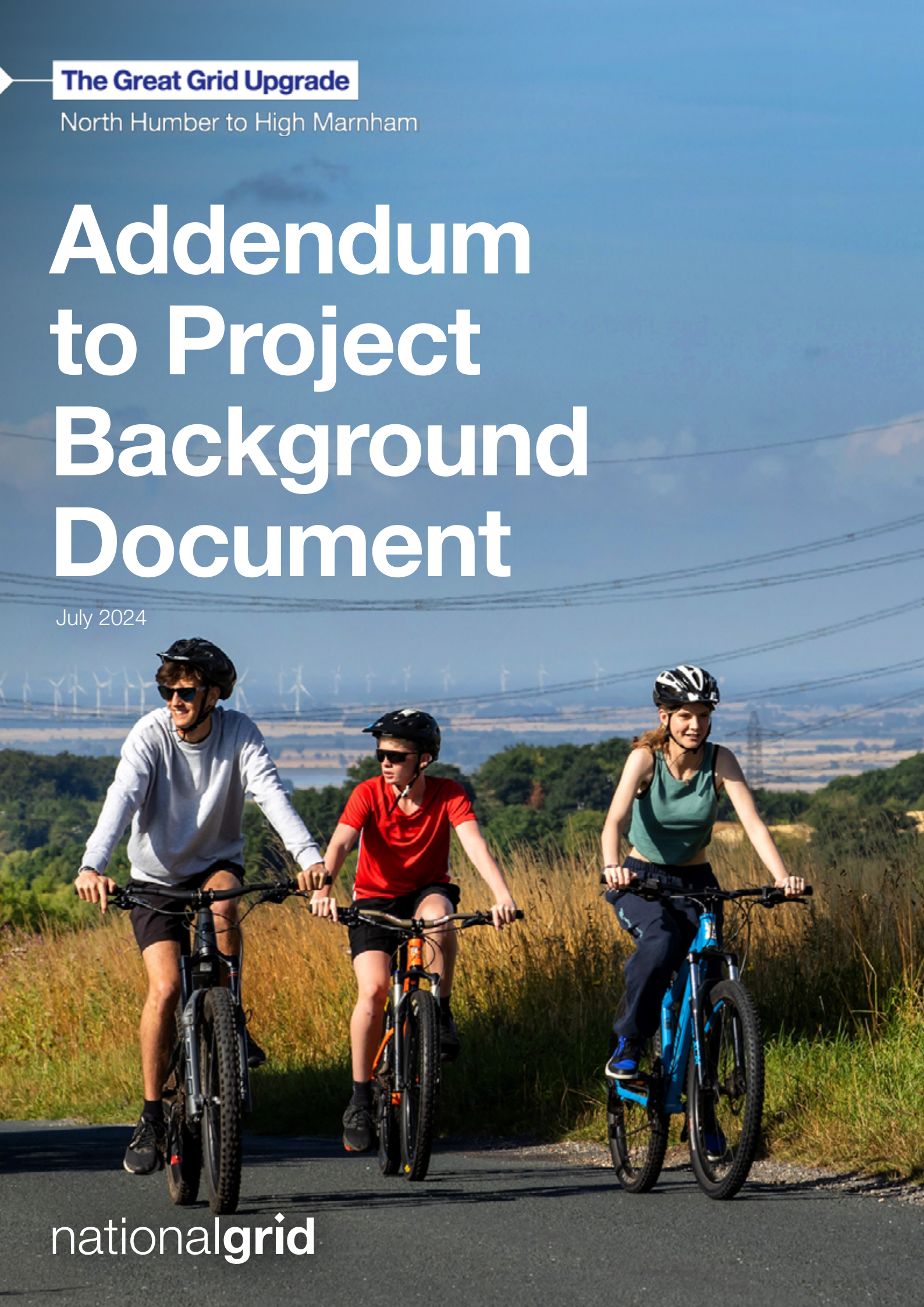
Appendix J
Addendum to Project Background Document 2024

The Great Grid Upgrade

North Humber to High Marnham

Addendum to Project Background Document

July 2024



nationalgrid

Purpose of this document

This document is an addendum to the North Humber to High Marnham Project Background Document (PBD) originally published in June 2023 as part of our consultation on proposals to reinforce the transmission network in this area.

This Stage 1 consultation took place over an eight-week period between 1 June and 27 July 2023. During this consultation, we introduced the need to build new electricity transmission infrastructure in the area and our early thinking about the proposals.

Since the close of our consultation in July 2023, we have reviewed the consultation feedback received and undertaken a backcheck and review of the Corridor Preliminary Routeing and Siting Study (CPRSS) published in 2023.

Consultation feedback and the backcheck of our previous work has led to the identification of a potential alternative corridor for a section of North Humber to High Marnham between South Wheatley and High Marnham. This potential alternative corridor is referred to as the 'eastern corridor'. To view the map please see Figure 3 on page 19.

Before deciding on an overall preferred corridor and route ahead of Stage 2 (statutory) consultation in 2025, we are seeking people's views about the eastern corridor. As such, the purpose of this addendum is to support a localised non-statutory consultation on the eastern corridor between South Wheatley and High Marnham.

Overview

We are proposing to build a new high voltage electricity transmission line and associated works between a new substation north of Hull at Creyke Beck in the East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire. This proposed reinforcement is required to increase the capability of the electricity transmission network between the north of England and the Midlands. It is also needed to facilitate the connection of proposed new offshore wind farms that are planned in the area.

This Addendum to the Project Background Document has been prepared to support the localised consultation, which will run from 9 July to 6 August 2024. During this consultation, we are seeking views about the eastern corridor between South Wheatley and High Marnham.Your feedback from this consultation, alongside feedback received during the 2023 consultation, will help inform a decision about the overall preferred corridor within which more detailed proposals will be developed, ahead of a statutory consultation in 2025.

All feedback from consultations will be carefully considered as we further shape our proposals before making an application to the Planning Inspectorate for permission to build, operate and maintain North Humber to High Marnham. For further details on our approach to consultation, please see our Localised Consultation Strategy (2024), which can be found on our website. All documents published as part of this consultation can be found at: **nationalgrid.com/nh-hm** or are available upon request by contacting the project team at **contact@nh-hm.nationalgrid.com** or **0800 051 4430**.

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8 Moving towards net zero
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14 Route corridor options identification and selection process
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Executive summary

The way we generate electricity in the UK is changing rapidly, and we are transitioning to cheaper, greener and more secure sources of energy like new offshore windfarms.

The UK Government has committed to reaching net zero emissions by 2050. This means achieving a balance between the greenhouse gases put into the atmosphere and those taken out. The energy industry plays a key part in this transition, from developing renewable energy generation to upgrading the existing electricity transmission network to allow communities across the country to benefit from this clean energy.

The North Humber to High Marnham proposals were first published for consultation in the summer of 2023. You can read more about that in the Project Background Document (2023). Following the backcheck of the Corridor Preliminary Routeing and Siting Study (CPRSS) published in 2023 and the feedback received during our Stage 1 consultation (2023), we are now presenting an alternative eastern corridor in your local area. We are now seeking views on this alternative eastern corridor before deciding on a proposed overall preferred corridor and route for the next stage of consultation in 2025. These proposals are part of The Great Grid Upgrade, the largest overhaul of the grid in generations.

Decarbonising the energy system and delivering cheaper and more secure energy supplies is a significant global challenge.

At National Grid Electricity Transmission (NGET), we are investing around £1.3bn each year to adapt and develop our network — of pylons, overhead lines, cables and substations — to connect new sources of low carbon energy to homes and businesses. We're investing for the future, connecting more and more low carbon electricity to our network and playing a crucial role in turning the UK's net zero ambitions into reality.

In Great Britain, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner, greener sources. In 2019, for the first time since the industrial revolution, most of our electricity came from low carbon sources. NGET is at the heart of that energy transformation – investing around £1.3bn each year to adapt and develop our transmission network to connect new sources of low carbon and green energy to our homes and businesses.

Although it is vital that more of the energy we use comes from low carbon and renewable sources, it is also important to balance the impact on bills, people, communities and our natural environment. NGET is bound by government policy, legislation, regulation and industry rules which inform the balance that needs to be struck between benefits and potential impacts when developing our proposals.

The UK already has 13.6 gigawatts (GW) of offshore wind energy in operation[1]. The Government's British Energy Security Strategy[2] outlines the ambition to increase energy from offshore wind to 50 GW by 2030, as well as increasing solar energy capacity to 70 GW by 2035 – more than enough to power every home in the UK. In Powering up Britain[3], the Government explains that the grid needs to be expanded at an unprecedented scale and pace to deliver more clean power and increase our energy security.

The UK Government's energy infrastructure policy for the delivery of major energy infrastructure is outlined within a number of National Policy Statements (NPS). NPSs EN-1 (Overarching NPS for Energy) and EN-5 (NPS for Electricity Networks Infrastructure), both published in November 2023 and designated in January 2024, set the regulatory context within which the routeing and siting for electricity infrastructure networks is undertaken.

NPS EN-1 highlights that if energy objectives are to be achieved, there is an urgent need for new electricity network infrastructure to be brought forward at pace.

NPS EN-5 emphasises the recognition by the Government that there is a Critical National Priority for nationally significant low carbon infrastructure, demonstrating the urgent need for new electricity infrastructure.

Delivering the infrastructure needed to achieve this ambition will boost local economies, provide jobs and opportunities to learn new skills, and bring vital investment to towns right across the country. It will allow the UK to decarbonise its energy system in a meaningful way that will not only meet net zero targets but, perhaps more urgently, will deliver a more secure and resilient energy system – one that improves affordability through the connection of renewable energy. Delivering a clean energy transition is the surest way to lower bills in the long term.

North Humber to High Marnham will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitating the connection of planned offshore wind generation and interconnectors (high voltage cables connecting the electricity systems of neighbouring countries) with other countries, allowing clean green energy to be carried on the network.

The reinforcement is needed because our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. North Humber to High Marnham, together with other proposals, will help meet this future energy requirement.

This document is supported by a number of technical documents, including:

- **Project Background Document:** explaining the emerging preference for where the new overhead line could be located (published in June 2023);
- **Strategic Options Report:** providing an overview of the options that NGET identified and evaluated for the connection of North Humber to High Marnham and Grimsby to Walpole (published in June 2023);
- **Corridor and Preliminary Routeing and Siting Study:** explaining the process and work undertaken to identify an emerging preferred corridor between Creyke Beck and High Marnham within which the proposed infrastructure may be located (published in June 2023); and
- **Supplementary Corridor and Routeing Report (2024):** explaining the work undertaken to date to identify an emerging eastern corridor between South Wheatley and High Marnham. This identifies where proposed infrastructure may be located subject to an overall decision on the preferred corridor and route.

We recommend that you read these reports in more detail, which will help inform your feedback.

This document has been prepared to provide information on our work carried out to date, and to provide local communities and stakeholders with details of where the overhead line could be located within the eastern corridor.

[1] Wind Energy Statistics, Renewable UK renewableuk.com/general/custom.asp?page=UKwedhome

[2] Policy paper – British energy security strategy, Department for Business, Energy & Industrial Strategy and Prime Minister's Office, April 2022 gov.uk/government/publications/british-energy-security-strategy/british-energy-security-strategy

[3] Powering up Britain, Department for Energy Security and Net Zero, March 2023 assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147340/powering-up-britain-joint-overview.pdf

About National Grid

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

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

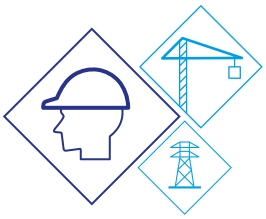
It is our vision to be at the heart of a clean, fair and affordable energy future. We believe that by acting now, the UK can become the world's first major clean economy, with net zero carbon emissions by 2050, creating growth and jobs for communities across Britain.

The parts of National Grid involved in ensuring we all have the essential electricity supplies we need are shown in the diagram below. Each is a separate legal entity with its own role and responsibilities across England and Wales.

National Grid Electricity Transmission (NGET) owns, builds and maintains the transmission network in England and Wales. It is NGET that is developing the proposals for North Humber to High Marnham. National Grid Electricity Distribution owns and operates the distribution networks for the Midlands, the southwest of England and South Wales.

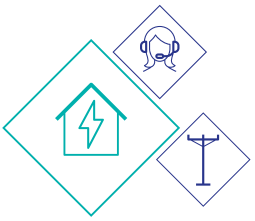
nationalgrid
Group PLC

National Grid Electricity Transmission



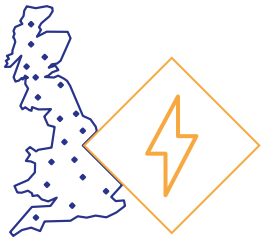
Owns and manages the high voltage electricity transmission system in England and Wales.

National Grid Electricity Distribution



Owns and operates the electricity distribution networks for the Midlands, the South West of England and South Wales, with 8m customer connections serving a population of over 18m people.

ESO Electricity System Operator



The ESO is legally separate from the rest of National Grid and ensures that Great Britain has the essential energy it needs by making sure supply meets demand every second of every day.

National Grid Ventures



Operates a mix of energy assets and businesses to help accelerate the development of our clean energy future (such as undersea interconnectors that allow the UK to share energy with other European countries).

National Grid ESO is the Electricity System Operator (ESO) operates the transmission network across Great Britain, including the networks in Scotland owned by Scottish Power Transmission and Scottish and Southern Electricity Networks. National Grid ESO also plans future network requirements, ensuring the right amount of energy is where it is needed. It is entirely separate from NGET. This summer it is set to leave the National Grid Group, becoming the entirely independent National Energy System Operator – a public corporation responsible for planning Britain's electricity and gas networks and operating the electricity system.

National Grid Ventures sits outside the above businesses, investing in technologies and partnerships that help accelerate our move to a clean energy future. That includes interconnectors – connecting the UK with countries across the North Sea, allowing trade between energy markets and the efficient use of renewable energy resources.

When developing transmission network proposals, National Grid ESO and NGET must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and in a way which considers people, places and the environment (the desirability of preserving amenity duty). Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties.

Many other organisations also have a key role to play in delivering a cleaner energy future.

Department for Energy Security & Net Zero

The Department for Energy Security and Net Zero (DESNZ) is the ministerial department with primary responsibility for energy.

The Secretary of State for DESNZ is the ultimate decision maker for new electricity transmission network proposals under the Planning Act 2008 (as amended)[4].

Planning Inspectorate

The Planning Inspectorate is the government agency responsible for examining proposals for Nationally Significant Infrastructure Projects (NSIPs). In energy terms, those include offshore wind farms, new nuclear power stations and new overhead lines greater than 2 km in length. The overhead line infrastructure that we are proposing to build for the North Humber to High Marnham reinforcement would meet the threshold to be an NSIP.

ofgem

Ofgem (the Office of Gas and Electricity Markets) 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.

Ofgem does not set energy policy, which is the responsibility of government. Ofgem does not design transmission projects and does not make decisions on whether new transmission proposals are granted planning consents.

[4] The Planning Act 2008 legislation.gov.uk/ukpga/2008/29/contents

Moving towards net zero

The world we live in is changing, and the UK is embracing the enormous opportunities a cleaner, greener future brings.

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

Decarbonising the energy system means replacing – as far as it is possible to do so – fossil fuels with clean and low carbon energy technologies such as from wind turbines and nuclear power for electricity production.

We are transitioning to cleaner technologies like new offshore windfarms. The UK has the largest offshore wind capacity in the world, with some 14.7 GW in operation. That means we need to make changes to the grid so the whole country has access to the clean electricity from these new renewable sources. Growth in energy generated from offshore wind is a key part of achieving net zero.

The Government's Energy White Paper sets out an ambition to deliver 40 GW of offshore wind connected to the network by 2030 – enough to power every home in the UK. The Government raised that ambition to 50 GW of offshore wind by 2030 in the British Energy Security Strategy[5]. Growth in offshore wind also offers significant opportunities for economic growth and job creation.

The Committee on Climate Change anticipates that electricity demand will at least double by 2050 as we shift to clean energy to drive electric vehicles, heat our homes and power our industry[6].

The Committee's Sixth Carbon Budget[7] published in December 2020 recommends deployment of renewables at scale, including 40 GW of offshore wind by 2030 and sustaining that build rate to support deployment of up to 140 GW of offshore wind by 2050, raising further opportunity for growth and job creation. By 2050, our own analysis indicates that the energy sector needs to fill around 400,000 jobs to build the net zero energy workforce[8].

2050
UK net zero target

250,000 by 2030
jobs created building back greener

50 GW by 2030
all homes powered by offshore wind



[5] British Energy Security Strategy, HM Government, April 2022
gov.uk/government/publications/british-energy-security-strategy/british-energy-security-strategy
[6] Net Zero – The UK's contribution to stopping global warming, Committee on Climate Change, May 2019
theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/
[7] The Sixth Carbon Budget – The UK's path to Net Zero, Committee on Climate Change, December 2020
theccc.org.uk/publication/sixth-carbon-budget/
[8] Building the Net Zero energy workforce, National Grid, January 2020
nationalgrid.com/document/126256/download

The need for network reinforcement in the region

The electricity transmission network today in the region

Like much of the high voltage electricity transmission network across the country, the network between the North and the Midlands was largely built in the 1960s, carrying electricity down from Scotland and the North, connecting coal-fired generation in the Aire and Trent valleys with the main centres of population.

The extent of the existing electricity transmission network in the region, the blue 400,000 volts (kV) lines and the red 275 kV lines, is shown on the map on page 11.
In the area north of the Humber, the network was initially developed to supply demand in and around Hull and the wider area.

In the Trent Valley, the electricity transmission network was built to connect major coal-fired generation at Keadby, Cottam, Staythorpe, West Burton and High Marnham, carrying electricity on towards major population centres. Electricity still flows primarily from the North to the Midlands through the region today.

Why does the network in the region need reinforcing?

With growing offshore wind and interconnectors, an anticipated tripling of wind generation connected across the Scottish networks by 2030 and the Government's increased ambition to connect 50 GW of offshore wind by 2030, north-south power flows are set to increase. National Grid ESO in the Electricity Ten Year Statement anticipates that the network between the North and Midlands needs to transfer as much as 29 GW of electricity by 2033, compared to 11.6 GW that it can transfer today while remaining compliant with the standards the networkis operated to.

Increasing network boundary capability

Transmission boundary B8 runs east to west, separating the northern generation zones, including Scotland, Northern England and North Wales, from the Midlands and southern demand centres.

Across transmission boundary B8, the existing network can currently transport around 11.6 GW[9] while remaining compliant with the standards to which the network is operated.

The System Operator might pay generators to reduce the energy they produce in one part of the country while paying others elsewhere to generate. These payments are called 'constraint payments'. Balancing the network in this way can temporarily manage power flows where network capability is insufficient, but it increases operation costs, as more expensive generation is brought on. This can be an economic way to manage the network up to a point if constraint costs are not disproportionate. Where constraint costs are substantial, the network becomes uneconomical to operate. It then becomes necessary to invest in increasing network capability.

Existing network capacity and demand in the Creyke Beck area

The existing network serving the Creyke Beck area can export just under 7 GW of electricity while remaining compliant with the Security and Quality of Supply Standards to which the network is operated. Although this has been sufficient until today, it is not sufficient to meet the power carrying capability that is required by the end of this decade and beyond. Peak demand for electricity in the region in 2022 was 526.7 MW[10]. Towards the end of the decade, electricity demand in the region is forecast to be higher than it is today, at around 585.7 MW in 2030 and 636.6 MW by 2032.

With up to around 13 GW of contracted generation and interconnector capacity due to be connected by the early 2030s, the network as it is today, notwithstanding local demand, would not have the capacity needed to export all that electricity out of the area across the B8 boundary. We therefore need to reinforce our network to prevent wider system failures and circuit overloads from happening. More information on this can be found in the **Project Background Document (2023)**, the **Strategic Options Report (2023)** and **Supplementary Corridor and Routeing Report (2024)**, which can be found on our website (**nationalgrid.com/nh-hm**).

Wider reinforcements on the B8 boundary

Work to derive more capability out of the existing network across transmission boundary B8 is planned in the next decade, including replacing the wires (conductors) on overhead lines, allowing more power to be transported or installing new power control devices, allowing more power to be directed to flow along parts of the network that have some additional capacity.

While those works will increase the boundary transfer capability across boundary B8 to around 14 GW, they will not be sufficient to accommodate the north-south power flows that are expected on the network.

Up to around 29 GW of boundary transfer capability is needed by 2033 across the B8 boundary with increasing offshore wind and interconnectors.

Our 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 we can make the most of its capability, as well as building some new infrastructure where it's needed.

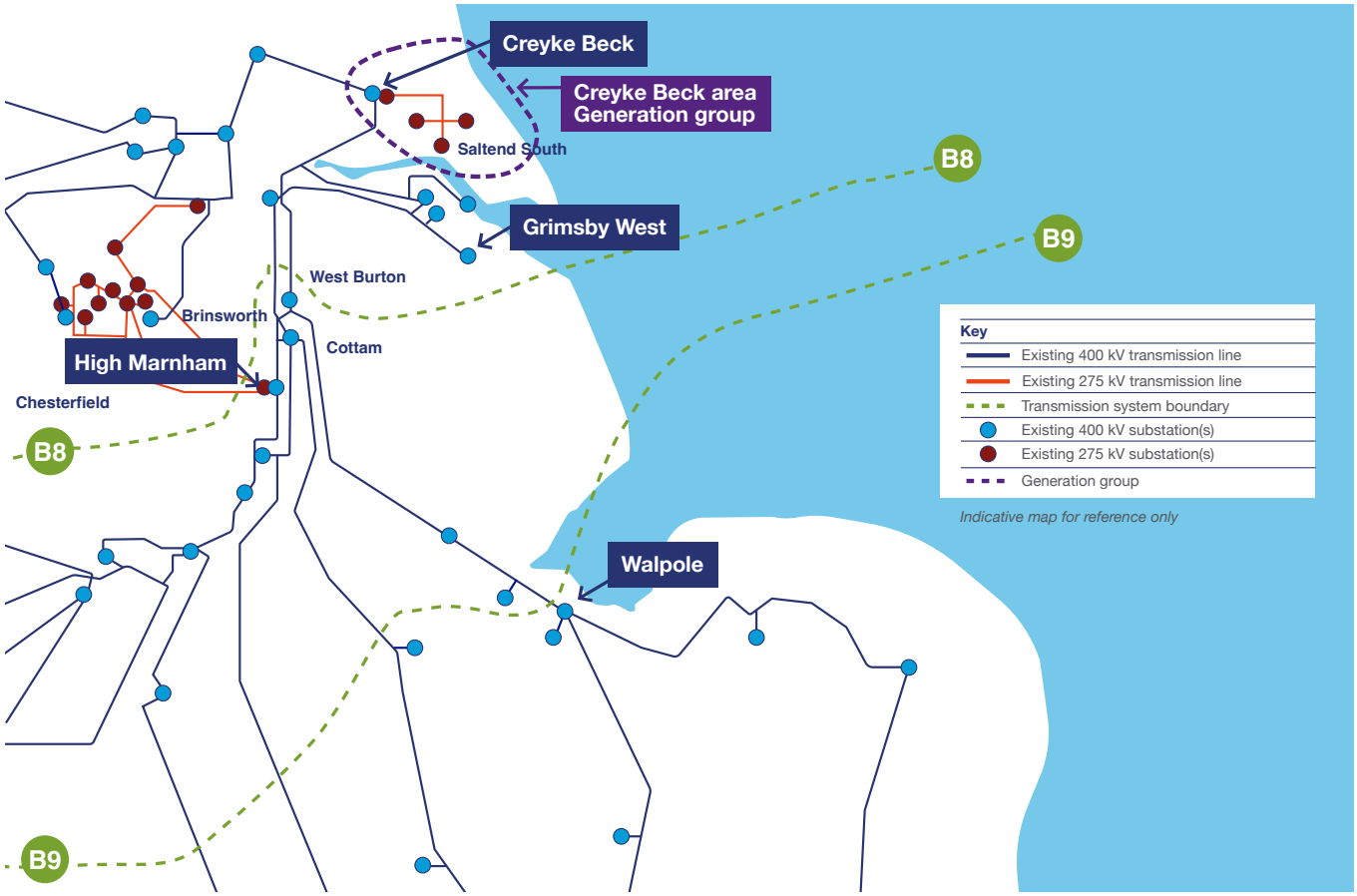


Figure 1: Map showing the B8 and B9 transmission boundaries

[9] Electricity Ten Year Statement, North of England boundaries, 2022 nationalgrideso.com/research-publications/etys/electricity-transmission-network-requirements/north-england-boundaries

[10] Forecast peak demand by National Grid ESO from the Future Energy Scenarios 2022, for the Leading the Way scenario for the area that receives electricity supplies via Creyke Beck and Salt End substations.

The North Humber to High Marnham project

NGET introduced the proposals to reinforce the electricity transmission network between a new substation to the north of Hull and a new substation at High Marnham in Nottinghamshire in June 2023.

Our Strategic Options Report, published in 2023, explains in detail how we have considered a range of technical, environmental, socio-economic and cost factors in determining the most suitable strategic option to take forward. This section explains the work done on North Humber to High Marnham before the Stage 1 consultation in summer 2023.

Geographic scope and the preferred strategic option

The geographic scope of each strategic option is a significant factor. Shorter proposals are generally more efficient options and are also usually associated with lower levels of environmental effects, lower capital and lifetime costs. They are also, in general terms, more compliant with relevant policy guidance.

Of the five strategic options considered, a new 400 kV overhead electricity transmission line between a new substation near Creyke Beck and a new substation at High Marnham, approximately 90 km in length, has therefore been taken forward for route corridor identification. This option is preferred because of:

- **value to consumers** – The capital cost estimate for the new transmission circuits, including the overhead line and two required substations, is the lowest overall and the lifetime cost is substantially lower than the subsea option and lower than two of the three other onshore connection options.
- **environment and socio-economic factors** – Each of the options appraised has 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.
- **distance and system benefits** – While this option would be approximately 10 km longer than the alternative option to Cottam, routeing the circuit to a new substation at High Marnham, will support future reinforcements and allow system efficiencies, including the other proposed circuit upgrades.

Proposed new overhead line

The proposed reinforcement would involve the construction and operation of approximately 90 km of a new 400 kV overhead electricity transmission line. It currently has an anticipated earliest operational date of 2031. New pylons and conductors (electrical wires) would be located along the overhead line route. We have not decided on exactly what type of pylon we will use, and this will be considered in more detail as we develop our proposals further.

As a starting position, we are considering the use of traditional 400 kV lattice steel pylons. These are typically around 50 metres in height, with approximately three per kilometre on a straight section of the route, slightly more on occasions. In some locations, specific constraints, such as navigable river crossings, can require considerably taller pylons to ensure safe electrical clearance from the electrical conductors (wires).

More information on different technology options can be found in the **Project Background Document (2023)**, available on our website.

Proposed new substations

Two new 400 kV substations need to be in place before North Humber to High Marnham is delivered to ensure that the transmission system continues to meet the relevant technical standards and ensure that customers can connect to our network. Both the Creyke Beck and the High Marnham substations are being developed as separate projects which will require their own planning applications and permissions. During our 2023 consultation, we presented the general search areas for the proposed substations to show the start and end points for the proposed electricity transmission line for North Humber to High Marnham. This consultation relates to the section of North Humber to High Marnham between South Wheatley and High Marnham - as such, further detail on the proposed High Marnham substation is set out below.

A consultation on the proposals for the new High Marnham Substation took place in April and May 2024 ahead of the intended submission of a planning application in early 2025. The new 400kV substation at High Marnham is currently being progressed as a separate project, called Brinsworth to High Marnham.The indicative map of where the new High Marnham substation could be located is illustrated in Figure 2. More information on the Brinsworth to High Marnham Project can be found on the relevant project website[11].

Other requirements

Additional land will be required to build and reduce the potential impacts of North Humber to High Marnham. This includes, but is not limited to, the following:

- temporary land for construction activities, including working areas for construction equipment and machinery, site offices, welfare, storage and access; and
- land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process and delivering Biodiversity Net Gain.

Where the proposed new line would interact with existing lower voltage electricity distribution lines, there will most likely need to be localised diversions and/or short sections of undergrounding of those lower voltage lines. The scope of these is not known at this stage but will be considered in detail as we further develop more detailed proposals.



Figure 2: Indicative map of the new High Marnham substation

[11] https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/brinsworth-high-marnham-uprating

Route corridor options identification and selection process

We have considered where the proposed new line could potentially be located between the Creyke Beck area and High Marnham. The work done up until our Stage 1 consultation held in 2023 is set out in full in our Corridor Preliminary Routeing and Siting Study (CPRSS) report.

The 2023 CPRSS sets out our routeing and siting activities, including the series of corridors (where our overhead line alignment and other infrastructure could be located) that have been considered and our emerging preferences.

The steps taken during this process are described below:

1. Define the study area

For each section of our route, we defined a study area informed by factors including:

- the connection end points identified in the Strategic Proposal
- the location of large towns and other built-up areas
- the location of physical features such as estuaries, or protected sites like Areas of Outstanding Natural Beauty, National Parks or nature conservation areas
- opportunities to utilise established electricity transmission corridors.

2. Constraint mapping

We then map out key features in the landscape that we want to avoid or minimise contact with. These have been informed by planning policy and our professional judgement.

These include the built-up areas where people live and other features that may be sensitive in terms of ecology, heritage or landscape, as well as features that may represent planning or technical constraints. The full list is in the CPRSS.

3. Option identification, appraisal and selection

Considering the constraints and opportunities available, using a combination of computer modelling and expert professional judgement, we devise and refine various routes from one connection end to another. These seek to represent different high-level options for making the connection avoiding the identified constraints, for example, routeing on one side of a town or the other.

We then carry out an appraisal of each option with engineers, environmental experts, town planners and other specialists using their professional judgement to consider the implications of each option. This allows us to compare between options on a consistent basis, on topics which are likely to influence the decision. Through this appraisal, we may also identify further options or combinations and do further assessment if needed.

We then consider the relative merits of each option to reach a balanced conclusion on a preferred corridor. The decision is informed by National Grid's statutory duties, the options appraisal and planning policy — including the Holford[12] and Horlock[13] Rules.

Developing a graduated swathe

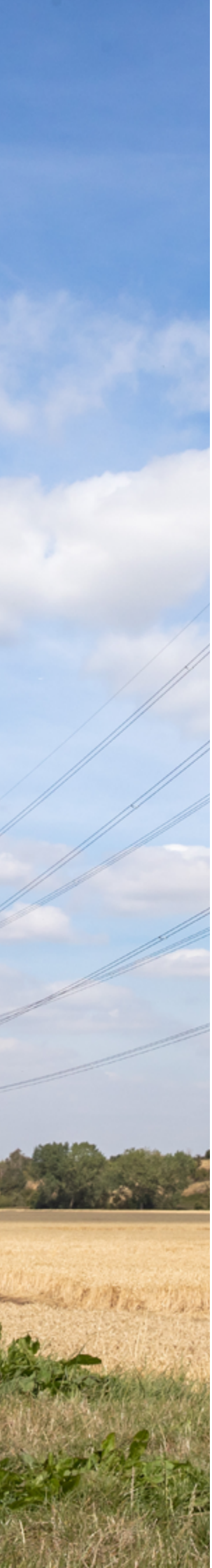
Following the selection of a preferred option corridor, we produce a graduated swathe which indicates where the overhead line alignment could be routed. Darker areas of shading show where an alignment is more likely, while lighter or unshaded areas are where it is less likely.

Following feedback received during the Stage 1 consultation in 2023, we carried out additional assessment work and are now presenting an eastern corridor between South Wheatley and High Marnham.

[12] The Holford Rules, National Grid https://www.nationalgrid.com/sites/default/files/documents/13795-The%20Holford%20Rules.pdf
[13] The Horlock Rules, National Grid https://www.nationalgrid.com/sites/default/files/documents/13796-The%20Horlock%20Rules.pdf







Feedback from Stage 1 consultation (2023)

The Stage 1 consultation was our first stage of non-statutory consultation about our early proposals. It took place over an eight-week period between 1 June 2023 and 27 July 2023, during which we held nine face-to-face public information events and eight online webinar sessions.

The consultation was advertised in five local and national papers and through Facebook social media advertising. We posted the introductory newsletter to just under 12,000 properties in the Primary Consultation Zone (within 1 km of emerging preferred corridor). We emailed a project introduction letter to a number of stakeholders, including those identified as seldom heard and hard to reach. We also held meetings and briefings during and after the consultation period.

This first stage of consultation introduced the need to build new electricity transmission infrastructure in the area and our early stage proposals. Our emerging preferred corridor was split into 11 sections to make it easier for people to give feedback about particular areas.

More information on this can be found in the **Project Background Document (2023)** available on our website (**nationalgrid.com/nh-hm**).
In a number of sections of the route, we asked respondents to state their preference regarding where we should route the new overhead line. In Section 10 (A620 to Fledborough), a number of respondents suggested that the new overhead line should be routed further to the east, outside of the emerging preferred corridor, closer to the existing overhead lines.

Feedback suggested that this would reduce the impact of the new infrastructure in the area, keeping it closer to existing infrastructure and reducing the impact on a number of villages, which would otherwise have the existing infrastructure to the east, and a potential new line to the west.

Potential impacts on a number of unlicensed airstrips was also raised as a consideration, once again, asking for the new overhead line to be routed further to the east, in order to minimise potential safety and operational impacts of the businesses.

Some individuals stated that the line should be routed further away from North Leverton Windmill, a local Grade II* Listed cultural heritage asset, and from the Treswell Woods Site of Special Scientific Interest (SSSI) and Nature Reserve. A number of respondents suggested that minimising impact on both could be done through routeing the new overhead line further east, closer to the existing infrastructure.

Our proposals between South Wheatley and High Marnham

Since the close of Stage 1 consultation in July 2023, we have reviewed all the consultation feedback received and undertaken a backcheck and review of the CPRSS published in 2023.

Consultation feedback and the backcheck and review of our previous work informed the decision to undertake an exercise to identify and consider an eastern corridor option for the section of the North Humber to High Marnham project between South Wheatley and High Marnham. The outcome of this exercise is shown by the use of a 'graduated swathe' with coloured shading of varying intensity to indicate areas more likely (darker colour) or less likely (lighter colour) to be the location of the proposed Project infrastructure.

To identify the eastern corridor, we have had regard to local sites and features, including residential properties, woodlands, areas of ecological importance and existing infrastructure. We have undertaken desk-based environmental and technical assessments of the eastern corridor and information on this can be found in the **Supplementary Corridor and Routeing Report (SCRR) (2024)** available on our website (**nationalgrid.com/nh-hm**).

Before deciding on an overall preferred corridor and route ahead of Stage 2 (statutory) consultation in 2025, we wish to seek feedback on the eastern corridor.

The eastern corridor has been refined from Corridor 3 previously presented in the CPRSS 2023. the SCRR 2024 details the refinement of the corridor. The eastern corridor takes into account the highly constrained areas around West Burton and Cottam Power Stations as well as the challenges to routeing from settlements and scattered residential properties. The SCRR also describes the technical challenges with crossing over to the eastern side of the existing 400 kV overhead lines and why the eastern corridor is located to the west of the existing overhead lines.

For the avoidance of doubt, National Grid has made no decision on the preferred corridor in this most southern section of the route.

Feedback from both the non-statutory consultation in 2023 and localised non-statutory consultation in 2024, together with further technical assessments including environmental surveys, will be considered when making a decision on the overall preferred corridor and identification of the route alignment ahead of the subsequent statutory consultation in 2025.

The eastern corridor runs from South Wheatley to the existing High Marnham substation. The graduated swathe within the eastern corridor starts on the southern side of the A620 Gainsborough Road and to the east of North Wheatley and South Wheatley. The swathe passes to the west of the area of woodland adjacent to Wheatley Beck and to the west of St Helen's Church, a Scheduled Monument, continuing past the unlicensed West Burton Airstrip. At this point, the swathe splits into two paths as it approaches its crossing of Wheatley Road, either to the west or to the east to avoid properties on Wheatley Road.

The western path of the swathe here crosses close to an area of traditional orchard adjacent to Wheatley Road and another area of traditional orchard further south adjacent to Wood Lane. Both these areas of orchard are on the periphery of the swathe. We would seek to avoid and mitigate any potential impacts through careful routeing of the line. Where the eastern path of the swathe crosses Wheatley Road, it crosses the Sheffield to Lincoln Railway Line, travelling south adjacent to Sturton Le Steeple.

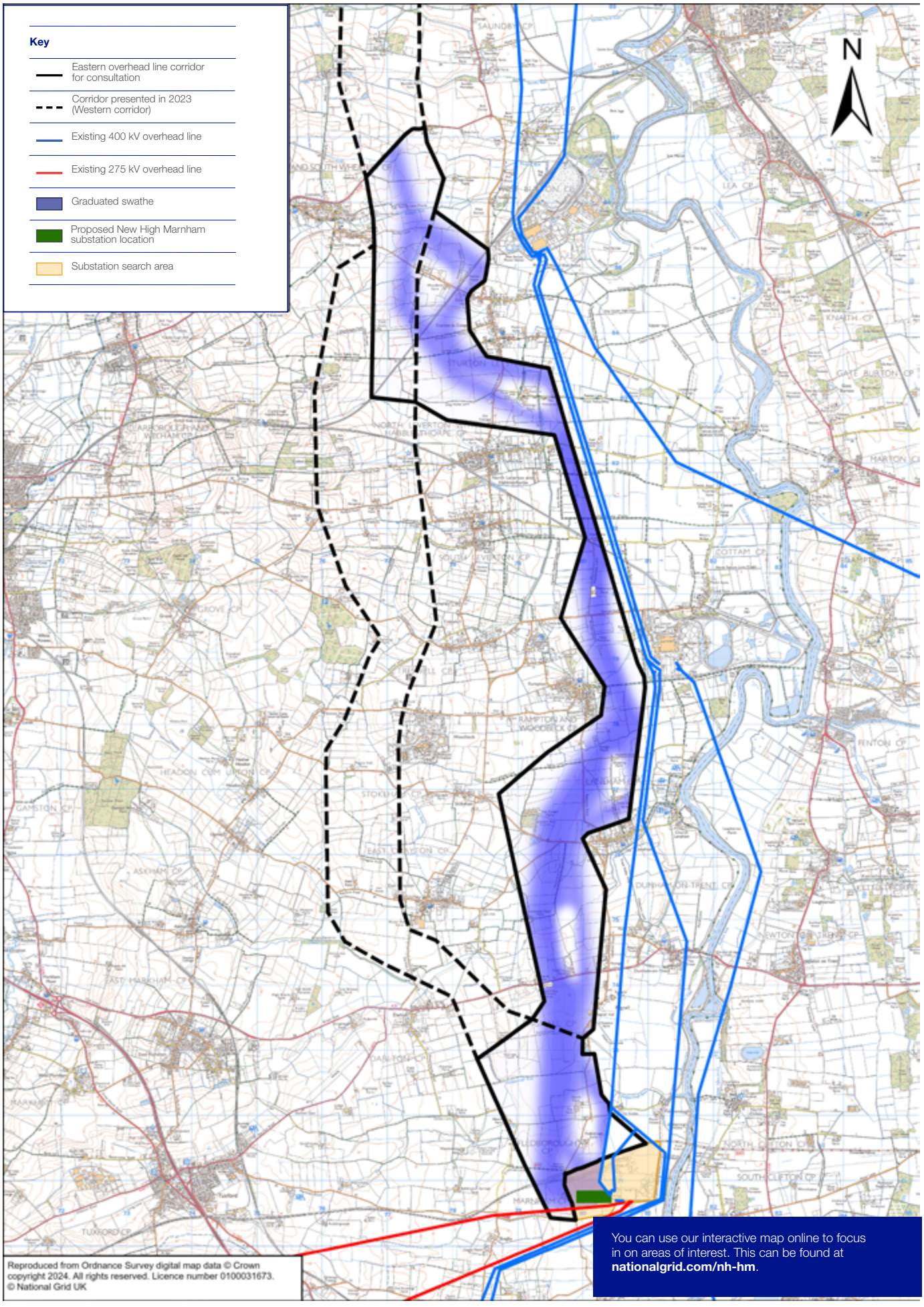


Figure 3: Eastern Corridor for localised non-statutory consultation

The swathe then comes together as one wide path to the south-east, passing under the southern extent of Sturton Le Steeple. Before the swathe crosses Leverton Road it splits into a northern and southern path to avoid Fenton. Once past Fenton the swathe re-joins and narrows to travel to the south and pass to the east of North Leverton with Habblesthorpe, following in close parallel to the existing overhead line. This parallel alignment continues as the swathe moves south passing close to Cottam Power Station and moving slightly west to avoid proposed solar developments. The swathe then passes to the east of Sundown Adventure Land and to the east of Rampton.

As the swathe approaches Laneham, it moves to the west to avoid crossing within the village. Moving the swathe to the west means that it crosses four areas of woodland, although with careful routeing we would seek to avoid or mitigate any impacts. The swathe splits into an eastern and western path briefly north of Laneham to avoid properties on Broadings Lane.

The swathe passes to the east of Fox Covert Farm and then continues to travel south crossing Stokeham Road. The swathe then continues to travel south, splitting into two paths as it passes Field House Farm either to the east or west, whilst avoiding the Whimpton Moor Medieval Village and Moated site, a Scheduled Monument to the west of the corridor. It then crosses the A57 Darlton Road continuing south and passing to the west of Ragnall and Ragnall Hall, a Grade II listed building, crossing Farhill Lane and then Fledborough Beck.

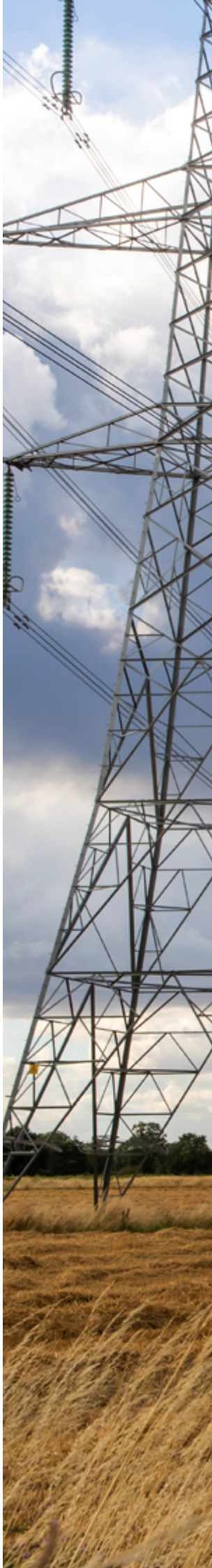
Next, there are three different paths within the graduated swathe as it approaches the Former High Marnham Power Station site.

Firstly, an option to take a route towards the east of the swathe to pass Fledborough House to the east before re-joining and crossing Crabtree Lane, passing over the National Cycle Network path and Marnham Railway Yard Local Wildlife Site (LWS), as it approaches the proposed location for the new High Marnham Substation.

Secondly, there is a central path which passes to the south of Fledborough House, to then cross Crabtree Lane, passing over the National Cycle Network path and Marnham Railway Yard LWS and the Fledborough to Harby Dismantled Railway LWS as it approaches the proposed location for the new High Marnham Substation. Both approaches to the new High Marnham substation which utilise the eastern side of the swathe are constrained by the existing overhead line to the east.

Thirdly, there is a western path passing to the west of Fledborough house and crossing the National Cycle Network path further north than central and eastern paths.

This continues to cross the edge of the Network Rail High Marnham Test track before passing over the western edge of the Marnham Railway Yard LWS and the Fledborough to Harby Dismantled Railway LWS (at a narrower point than the previous eastern side of the swathe options) as it approaches the proposed location for the new High Marnham Substation.





Our localised consultation

Our commitment to you

We want to ensure that anyone with an interest has the opportunity to help shape the development of our proposals and can comment on the proposals.

Interpreting our eastern corridor and graduated swathe

On our consultation plans, we are showing the following:

- existing overhead lines, shown as dark blue lines.
- a search area and proposed substation location in the High Marnham area, shown by the orange and green areas.

Providing feedback on our plans

Your feedback is important to us in helping to refine our plans. We welcome comments on all aspects of our proposals, including the areas important and relevant to you.

You can use our online interactive map on our project website (**nationalgrid.com/nh-hm**) to input your postcode to determine the location of our plans. If you are unsure about any of the information presented, please get in touch with a member of the Community Relations team. You can reach the team by phone on **0800 051 4430**, or email at **contact@nh-hm.nationalgrid.com**.

From 9 July 2023 to 6 August 2024, we are holding our localised consultation to:

- outline the work carried out to identify our eastern corridor between South Wheatley and High Marnham;
- ensure everyone has the opportunity to provide feedback on our work to date on the eastern corridor and hear your views about where within our eastern corridor the exact route could be located, and how we should approach building this vital infrastructure; and
- outline the next steps, and programme and how we will further develop our proposals.

More information on this can be found in the **Supplementary Corridor and Routeing Study Report (2024)** available on our website (**nationalgrid.com/nh-hm**). This document sets out information on our plans in more detail and signposts to where we are publishing more detailed technical information.


Public
Footpath
NOTTINGHAMSHIRE COUNTY COUNCIL

Have your say

Who are we consulting and how?

Our consultation is open to anyone who may have an interest in our proposals – residents, communities, landowners, local businesses and interest groups, as well as elected representatives and prescribed consultees such as the Environment Agency, Natural England and Historic England.

We are committed to ensuring that our consultation is accessible and inclusive for everyone, with information and opportunities to meet the project team and ask questions, available online and offline.

What information is available?

We have published a number of materials as part of this consultation, as listed in Table 1 below.

Table 1: Information available as part of the consultation

Document	Description	Availability
Addendum to Project Background Document	Providing a summary of our proposals and information on how to get involved.	Can be downloaded for free on the project website and in hard copy at local information events or upon request.
Supplementary Corridor and Routeing Report (2024)	Providing more technical information on the eastern corridor, the routeing and siting options assessed for the eastern corridor and the wider need for the project.	Can be downloaded for free on the project website or sent upon request from the project team.
Map of the eastern corridor	Showing the location of the eastern corridor.	Can be downloaded for free on the project website, with further detail at the local information events.
Consultation newsletter	Summarising our proposals including information about the consultation.	Can be downloaded for free on the project website, in hard copy at the local information events and for collection at the information points (located along the route)
Feedback form	To gather comments and feedback from the public consultation.	Online form available on the project website, in hard copy at the local information events and for collection at the information points (located along the route). Can be requested from the project team.
Project website	Hosting all project information, including downloadable versions of all the above documents.	Access at: **nationalgrid.com/nh-hm**

In addition, the documents previously consulted on in 2023, including the **Strategic Options Report (2023)** and the **Corridor Preliminary Routeing and Siting Study (2023)**, are available in the document library on the project website.

We are committed to making project information accessible to everyone. If you need any information or documents in an alternative format, such as large print, braille, or audio tape, or if you would like a paper copy of any of our consultation or technical documents, please get in touch using the contact details on page 31 of this document.

Please note there may be a charge for supplying printed copies of technical documents.

What we are asking for feedback on

Throughout this document we have explained the need case for our North Humber to High Marnham proposals, the strategic options considered, our approach to routeing and siting, and our emerging preferred corridor. We have described our proposals for each section of the emerging preferred corridor and we would value your feedback on these areas.

We want to know your views on our approach and our emerging preferred corridor and graduated swathe. We also value your comments on local features and impacts that are important to you, including any relevant mitigation you would like to see.

We are asking for your local knowledge on the most appropriate location within the swathe to route the pylons and associated infrastructure and if there is anything we should consider as we develop our proposals further.

The feedback received through this first consultation stage will inform how we further develop our plans for the proposed reinforcement.

Consultation events

We welcome you to visit our face-to-face public information events, which are being held at the following locations across the proposed route. You will have the opportunity to find out more about our proposals, view and take away printed materials, and speak to experts within the team.

Table 2: Consultation events

Date and time	Venue	Date and time	Venue
Friday 12 July 2024, 2pm–7pm	**Dunham On Trent Village Hall,** Low Street, Dunham, Newark NG22 0FJ	**Saturday 13 July 2024, 10am–3pm**	**Sturton Hall and Conference Centre,** Brickings Way, Sturton Le Steeple DN22 9HY
Tuesday 23 July 2024, 2pm–7pm	**Rampton Village Hall,** Manor Grounds, Rampton, Retford Nottinghamshire, DN22 0JU		

Webinars

We welcome you to attend one of our one-hour online webinar sessions, where we will present details of our proposals followed by an open question and answer (Q&A) session. We are holding a series of general overview and location themed webinars.

A recording of a general overview presentation will also be available to view on our website. Details on how to sign-up for a webinar (using the software 'Microsoft Teams') are available on the website or by contacting the community relations team by phone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com**.

Table 3: Consultation webinars

Webinar session	Date	Start time
North Humber to High Marnham localised consultation Our proposals between South Wheatley and High Marnham	Friday 19 July 2024	10am
North Humber to High Marnham localised consultation Our proposals between South Wheatley and High Marnham	Thursday 25 July 2024	7pm

Local information points

Paper copies of the consultation newsletter and feedback form are available to collect from one of the following local information points. These are located within or in close proximity to the preferred corridor and can be collected from the start of and throughout the consultation period.

For the most up-to-date opening hours, please check with the relevant venue. Reference copies of the **Strategic Options Report**, **Supplementary Corridor and Routeing Study Report** and **Addendum to Project Background Document** are also available at these locations.

Please get in touch with the project team if you would like any additional printed information.

Table 4: Local information points

Public information point	Opening times
Gainsborough Library Cobden Street, Gainsborough DN21 2NG	Monday to Friday 9am–5pm and Saturday 9am–1pm
All Saints Parish Church Misterton High Street, Misterton, Doncaster DN10 4AL	Monday to Sunday 10am–4pm
Retford Leisure Centre Old Hall Drive, Ordsall, Retford DN22 7EA	Monday to Friday, 6am–10pm, Saturday 7am–6pm and Sunday 7am–9pm
Bassetlaw District Council (Retford office) 17B The Square, Retford DN22 6DB	Monday to Friday 9am–5pm



How to provide your feedback

You can provide your feedback in the following ways:

Complete a feedback form

We have produced a feedback form for you to fill in and submit. Paper copies are available to pick up from our face-to-face consultation events and the information points listed on page 26 of this document.

You can also download and print a copy of the feedback form from our website and return to us for free by post; alternatively, please get in touch and we will post one to you.

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

Send us a letter

You can send a letter/or completed feedback questionnaire to **Freepost NH TO HM** (no stamp or further address details are required).

Email us

If you prefer to send us your comments via email, you can send them to us at **contact@nh-hm.nationalgrid.com**.

Call us

If you have any questions about the Project, or require any assistance with providing feedback, please give us a call on **0800 051 4430**. Lines are open Monday to Friday 9am–5:30pm, with an answerphone facility taking messages outside of these hours.

Other information

If you would prefer to receive any information relating to the consultation through the post, or you need it in another format, please get in touch.

If you have difficulty writing down your feedback, a member of the Community Relations team will be able to take comments over the phone.



Next steps

The feedback received throughout this localised consultation will be considered as we refine our proposals for North Humber to High Marnham further and will influence the next stage in the design of the project.

Following the completion of the localised consultation, National Grid will develop a detailed design for the proposed overhead line within the selected preferred corridor (whether eastern or western). This design proposal will be informed by the feedback received during both Stage 1 (2023) and the localised consultation (2024) along with ongoing survey findings and further technical assessment work.

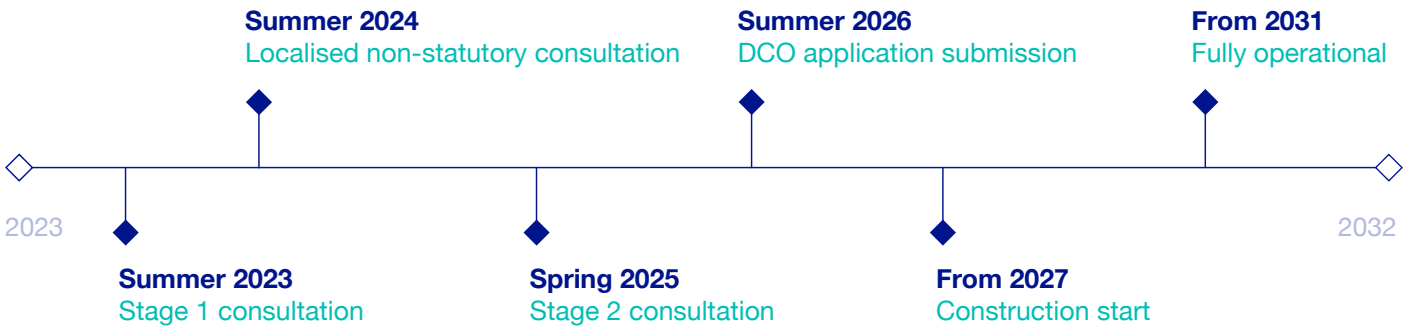
Preliminary information relating to the potential environmental effects of the detailed design proposal will be collated in a 'Preliminary Environmental Information Report', which will be published at our Stage 2 consultation. You will then be able to have your say on the more refined proposals, with our Stage 2 consultation currently planned for 2025.

Our approach to consultation

Certain types of energy infrastructure, including overhead electricity transmission lines of the type we are considering for North Humber to High Marnham, are nationally significant infrastructure projects under the Planning Act 2008.

This means that we will be preparing and submitting a Development Consent Order (DCO) application to the Planning Inspectorate[14], who will consider our proposals and make a recommendation to the Secretary of State for DESNZ, who will decide on whether development consent should be granted. Local planning authorities, along with others, remain important consultees in the process. To find out more about the DCO process, please see the Planning Inspectorate website.

Indicative timeline



[14] The Planning Act 2008 process, Planning Inspectorate https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/

As required for DCO applications, a Consultation Report will be prepared and submitted as part of the application, setting out how pre-application consultation has been carried out, the main findings, our response to feedback and how feedback has shaped the proposals that are the subject of the DCO application.

To raise awareness of this consultation, we have:

- sent a copy of our consultation newsletter to all addresses within a 1 km radius of the eastern corridor;
- briefed local elected representatives;
- placed advertisements in the local media, including locally circulating newspapers, online and on social media;
- contacted a number of local interest and environmental groups.

During this consultation and over the coming months we will be:

- continuing our discussions with landowners and people with an interest in land which interacts with the project;
- continuing to refine our proposals in response to your feedback;
- continuing to carry out environmental impact assessment work and undertake surveys along the eastern corridor;
- providing updates to the local community and to those who have asked to be kept updated on our proposals via a community newsletter; and
- continuing to refine our proposals in response to your feedback and presenting our updated plans for the project during our next stage of consultation, now planned for 2025.

Following further development and finalisation of detailed proposals, we will submit our DCO application to the Planning Inspectorate, who will examine our proposals and make a recommendation on the application to the Secretary of State for DESNZ, who will make the final decision on whether or not to grant consent. We will be preparing a Consultation Report alongside our application, which will show how we have taken your views into consideration.

Contact us

Please get in touch if you have any questions about our proposals for North Humber to High Marnham.

Call our Community Helpline: **0800 051 4430** (lines are open Monday to Friday 9:00am–5:30pm)

Email us: **contact@nh-hm.nationalgrid.com**

Write to us: **Freepost NH TO HM** (no stamp or further address details are required)

If you feel your land may be affected by these proposals, please contact the North Humber to High Marnham Land Team at Dalcour Maclaren by calling **0333 188 3511** or by emailing **NH-HM@dalcourmaclaren.com**. Alternatively, you can write to North Humber to High Marnham Lands Team at Dalcour Maclaren, Unit 1, Staplehurst Farm, Weston on the Green OX25 3QU

National Grid plc
1-3 Strand
Charing Cross
London
WC2N 5EH
United Kingdom

nationalgrid.com

July 2024

Appendix K
Localised Non-Statutory Consultation Community Newsletter



The Great Grid Upgrade

North Humber to High Marnham

Localised consultation newsletter

July 2024

Between 9 July and 6 August 2024, we are consulting on a potential alternative corridor, referred to as the eastern corridor, between South Wheatley and High Marnham.

These proposals are a continuation of the work we have undertaken for North Humber to High Marnham, following our first consultation in summer 2023.

North Humber to High Marnham is a proposed network reinforcement that is currently being developed by National Grid Electricity Transmission (NGET). The Project will support the UK's net zero targets by reinforcing the electricity transmission network between the North of England and the Midlands and facilitating the connection of planned offshore wind generation and interconnectors with other countries, allowing low carbon energy to be carried on the network.

Our existing power lines do not have sufficient capacity for all the new sources of electricity that we expect to connect to the network over the next ten years and beyond. The North of England and the Midlands are at the heart of a modern electricity network and an improved network is critical to carrying more clean green energy and increasing our energy security.

NGET introduced the proposals for reinforcing the electricity network between North Humber and High Marnham last summer. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

Our proposals include building approximately 90 kilometres (km) of new 400,000 volt (400 kV) overhead electricity transmission lines between two new substations – one to the north of Hull, near Creyke Beck, and one at High Marnham in Nottinghamshire.

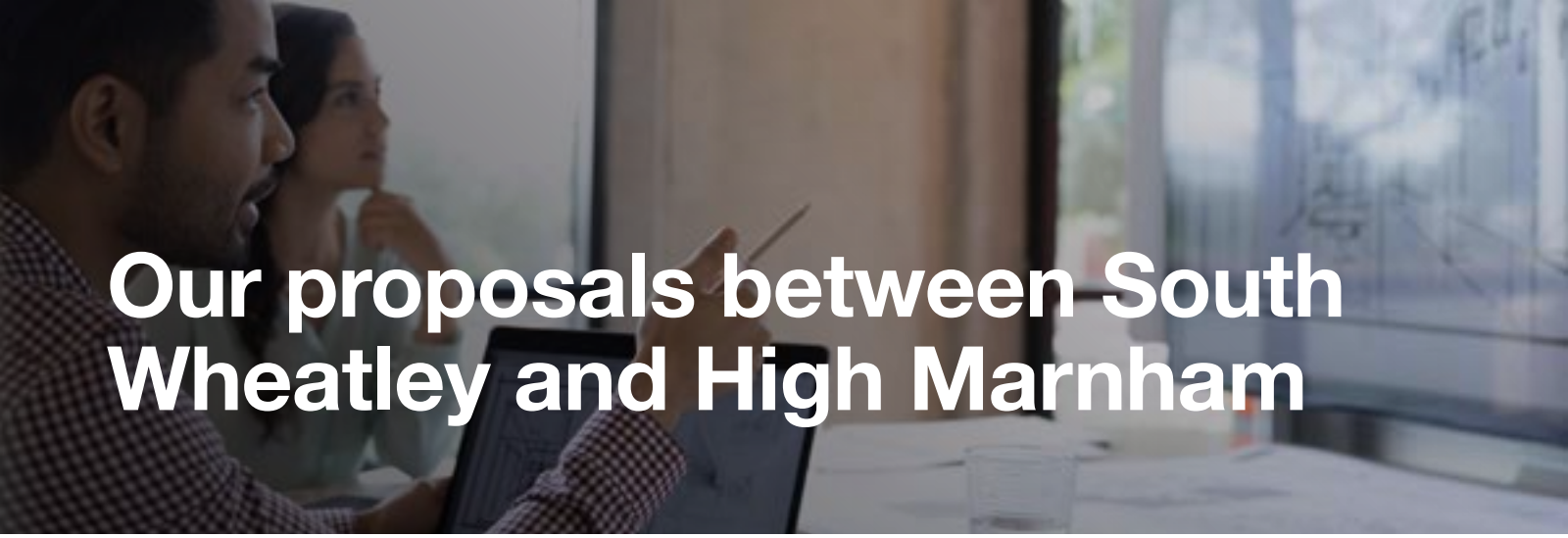
Consultation feedback and the backcheck of our previous assessment work have led us to identify an eastern corridor for a section of the project between South Wheatley and High Marnham in Nottinghamshire.

This newsletter provides a high-level summary of our plans, how you can get involved in our consultation and where more detailed information can be found.



About National Grid Electricity Transmission

NGET is working to build a cleaner, fairer and more affordable energy system that serves everyone, powering the future of our homes, transport and industry. We own, build and maintain the electricity transmission network in England and Wales. It is NGET that is developing proposals for North Humber to High Marnham.



Our proposals between South Wheatley and High Marnham

The first stage of public consultation took place over an eight-week period between 1 June and 27 July 2023.

During this consultation, we introduced the need to build new electricity transmission infrastructure in the area and a consideration of our early stage proposals, including an emerging preferred corridor.

We wanted to ensure people could provide feedback about our work to date and we welcomed views about where the proposed overhead line might best be routed as part of our consultation. The route of the emerging preferred corridor was split into 11 sections to make it easier for everyone to provide feedback. Within these sections of the route, we asked respondents to state their preference regarding where we should route the new overhead line.

In Section 10 (A620 to Fledborough), a number of respondents suggested that the new overhead line should be routed further to the east, outside of the emerging preferred corridor, closer to the existing overhead lines. Feedback suggested that this would reduce the impact of the new infrastructure in the area, keeping it closer to existing infrastructure. Feedback also commented that this would reduce impacts on sensitive sites, including nature reserves, Sites of Special Scientific Interest (SSSIs) and a number of unlicensed airstrips.

The feedback received and the backcheck and review of our previous work, have led us to the identification of a potential alternative corridor for a section of the North Humber to High Marnham project between South Wheatley and High Marnham, which we are referring to as the eastern corridor.

We haven't made a decision on the preferred corridor in this southern-most section of the route. Feedback from both the non-statutory consultation 2023 and localised non-statutory consultation 2024, together with further technical assessments, including environmental surveys, will be considered when making a decision on the overall preferred corridor and identification of the route alignment ahead of the subsequent statutory consultation in 2025.

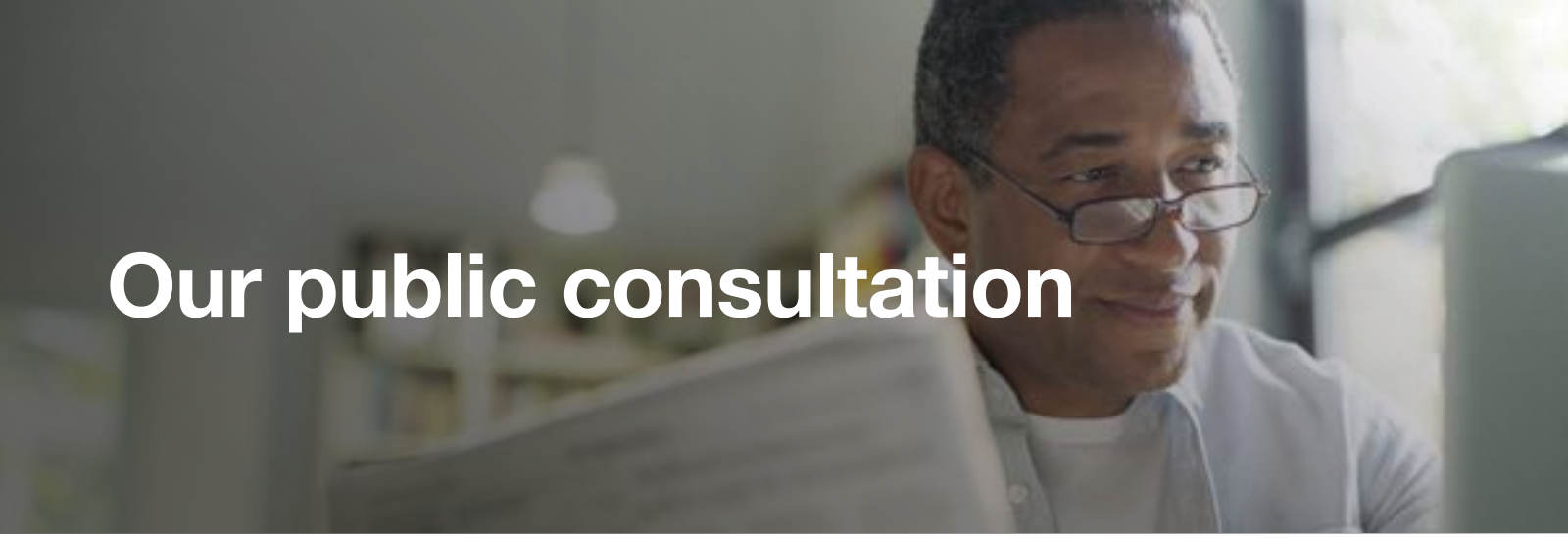
A consultation on the proposals for the new High Marnham Substation took place in April and May 2024 ahead of the intended submission of the planning application in early 2025. The new 400 kV substation at High Marnham is currently being progressed as a separate project, called Brinsworth to High Marnham. You can find more information on the project website – **nationalgrid.com/b-hm**

Following the identification of the eastern corridor, we further considered where it might be more, or less, appropriate to site the new overhead line within the corridor. We took account of factors such as sensitive local sites and features, including residential properties, larger woodlands and existing infrastructure.

The outcome of this work is shown by the blue shaded 'graduated swathe' which indicates where, at this stage, we believe 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. Lighter blue and unshaded areas, represent where we believe it would be less appropriate.

The eastern corridor and graduated swathe are shown on pages 4 and 5 of this newsletter and a more detailed explanation is provided in our Addendum to the Project Background Document. Your feedback is important in helping to inform the further development of our proposals.

You can use our interactive map online to focus in on areas of interest. If you require assistance with navigating our plans, please get in touch using the contact details provided at the end of this newsletter.

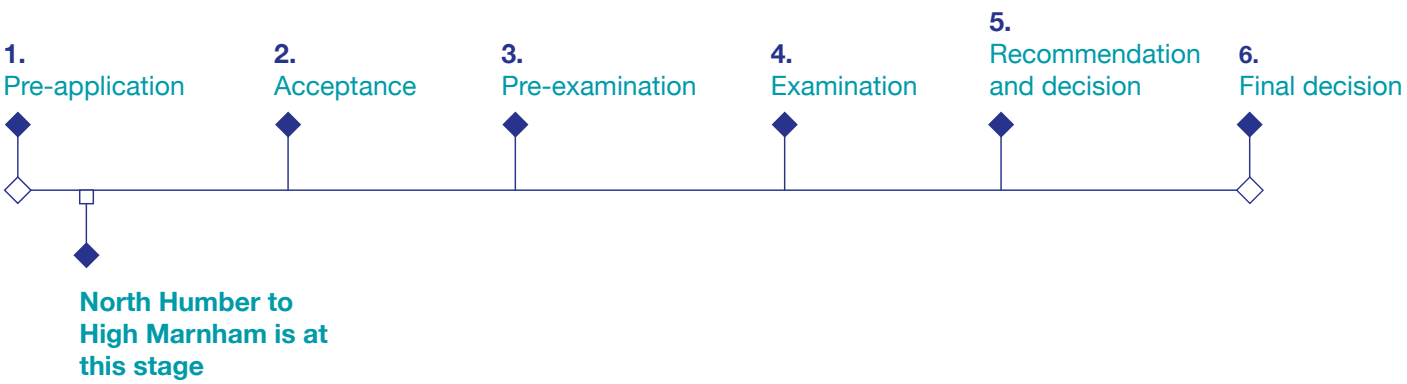


Our public consultation

North Humber to High Marnham is classified as a Nationally Significant Infrastructure Project under the Planning Act 2008.

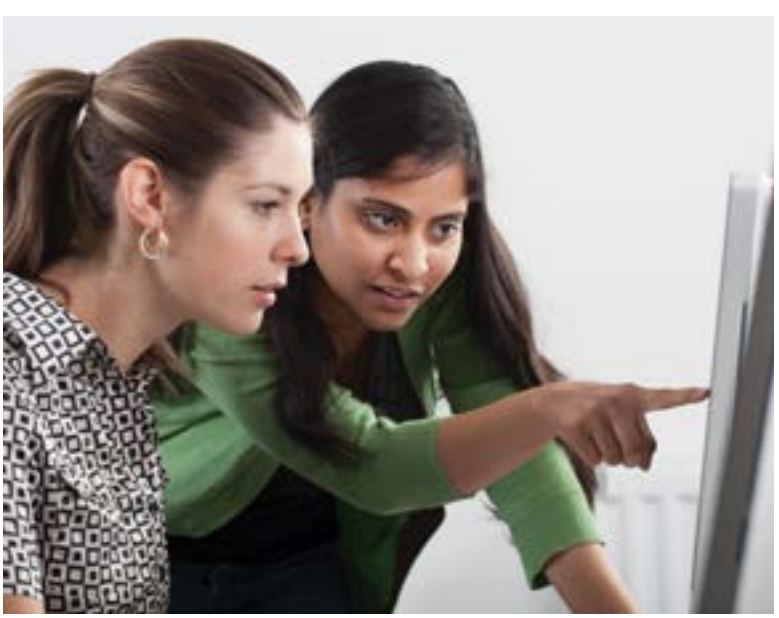
We will need to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. After considering the DCO application, the Planning Inspectorate will make a recommendation to the Secretary of State for Energy Security and Net Zero. The minister will then decide whether development consent should be granted for the project.

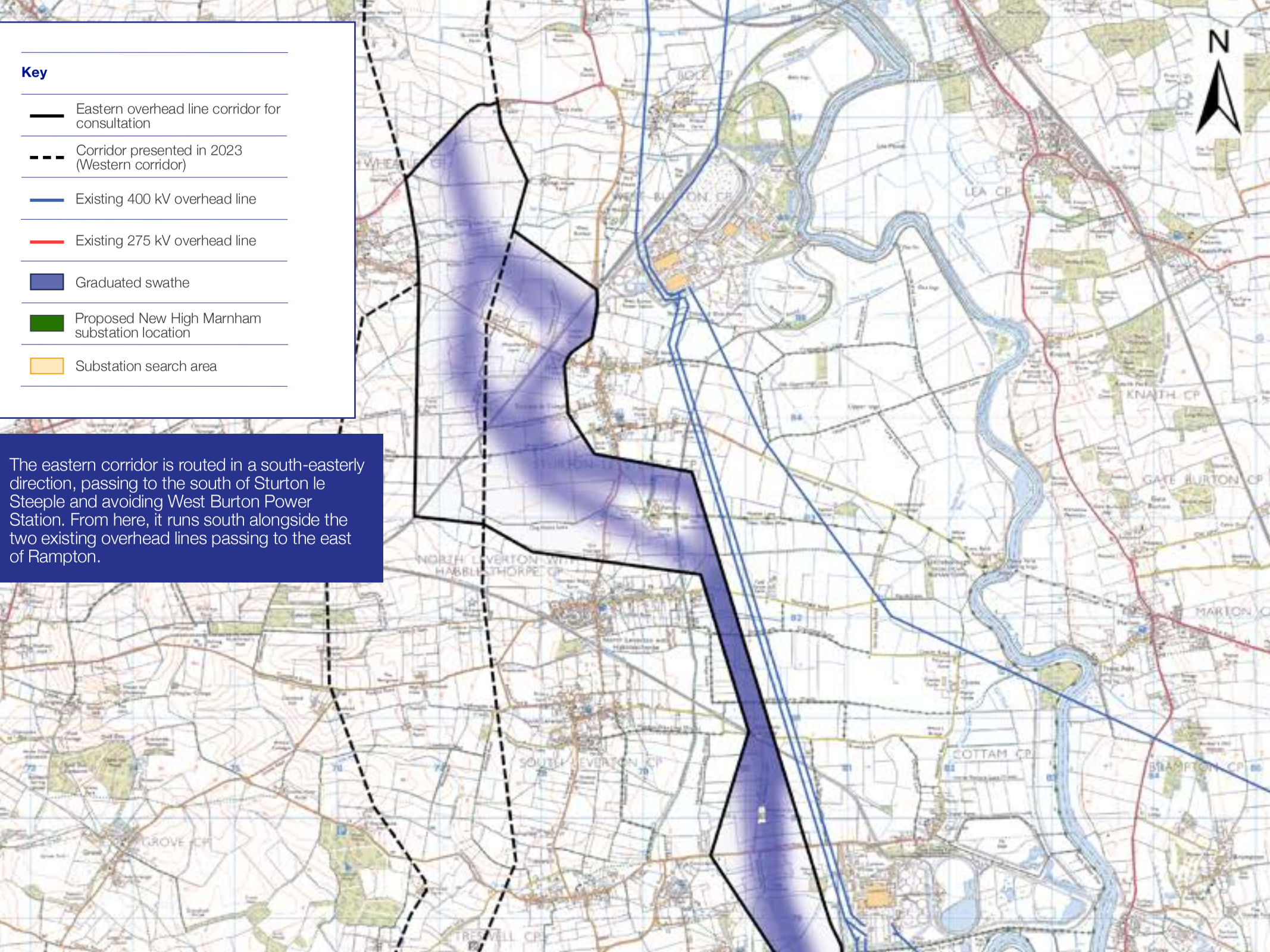
Stage of North Humber to High Marnham in the Planning Act 2008 process

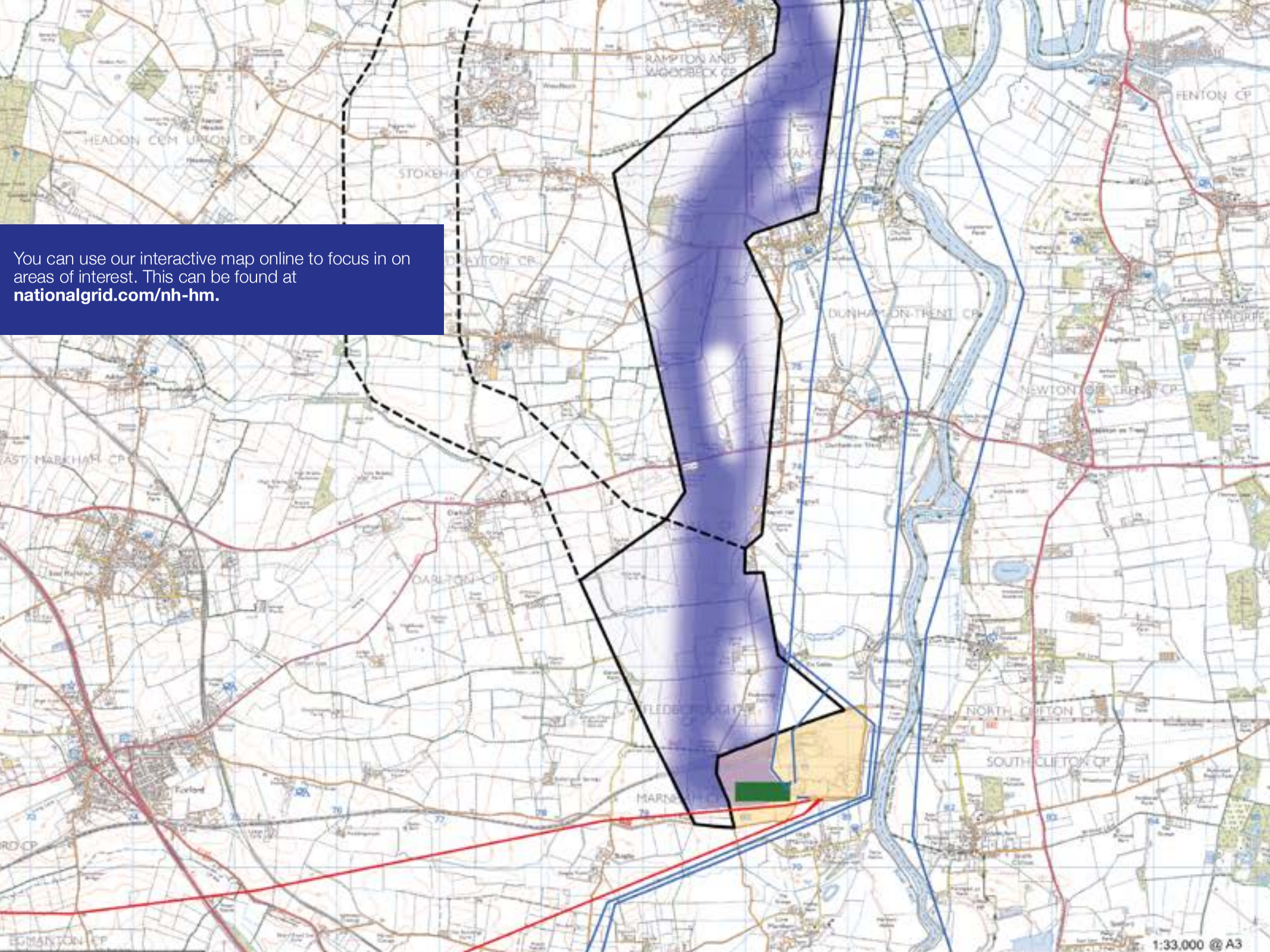


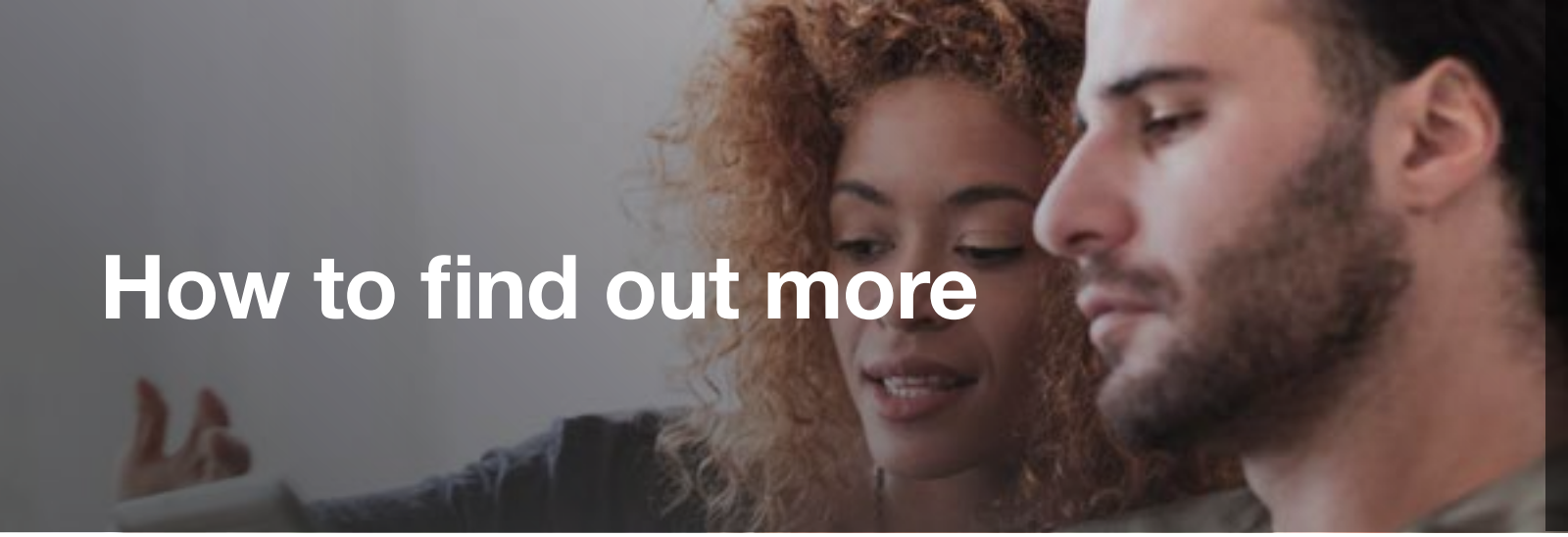
We want to ensure that all stakeholders are engaged in the development of our proposals and have the opportunity to comment on them at key decision-making points. We want to hear your thoughts on our proposals. Your feedback will be carefully considered as we develop our plans further.

Consultation feedback, along with technical work and our ongoing environmental assessment, will help to shape our plans. We will share our updated proposals at a further stage of consultation, now planned for 2025, where we will present more developed plans. Following this, we will finalise our proposals and will report all feedback and our responses to your comments in a Consultation Report, which will be submitted with our application for development consent.




Key
Eastern overhead line corridor for consultation
Corridor presented in 2023 (Western corridor)
Existing 400 kV overhead line
Existing 275 kV overhead line
Graduated swathe
Proposed New High Marnham substation location
Substation search area
N
The eastern corridor is routed in a south-easterly direction, passing to the south of Sturton le Steeple and avoiding West Burton Power Station. From here, it runs south alongside the two existing overhead lines passing to the east of Rampton.


You can use our interactive map online to focus in on areas of interest. This can be found at **nationalgrid.com/nh-hm.**
1:33,000 @ A3



How to find out more

Our consultation **is running from 9 July to 6 August 2024. You can take part in the consultation in the following ways:**

- **attend a public information event** – Come along to one of our face-to-face public exhibitions.
- **attend a webinar** – Join one of our online webinars by registering on our project website, over the phone, or by emailing us.
- **visit our website or get in touch** – All the latest information and consultation materials can be found on our website **nationalgrid.com/nh-hm**. You can also get in touch to speak with a member of the team by freephone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com**.
- **request or pick up printed materials** – Printed materials are also available on request and from the information points listed on page 7 of this document.

More detailed information on the eastern corridor is available in the Addendum to Project Background Document, and in the Supplementary Corridor and Routeing Report (2024). Both documents can be found on the project website and in hard copy at the local information events or on request.

How to respond

Your feedback is important in helping us to develop and refine our plans. You can provide your feedback in the following ways:

Complete a feedback form

We have produced a feedback form for you to fill in and submit. Paper copies are available to pick up from our face-to-face consultation events and the local information points listed on page 7 of this document. You can also download and print a copy of the feedback form from our website and return it to us for free by post; alternatively, please get in touch and we will post one to you.

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

Email us

If you prefer to send us your comments via email, you can send them to us at **contact@nh-hm.nationalgrid.com**

Send us a letter

You can send a letter or completed feedback form to **Freepost NH TO HM** (no stamp or further address details are required).

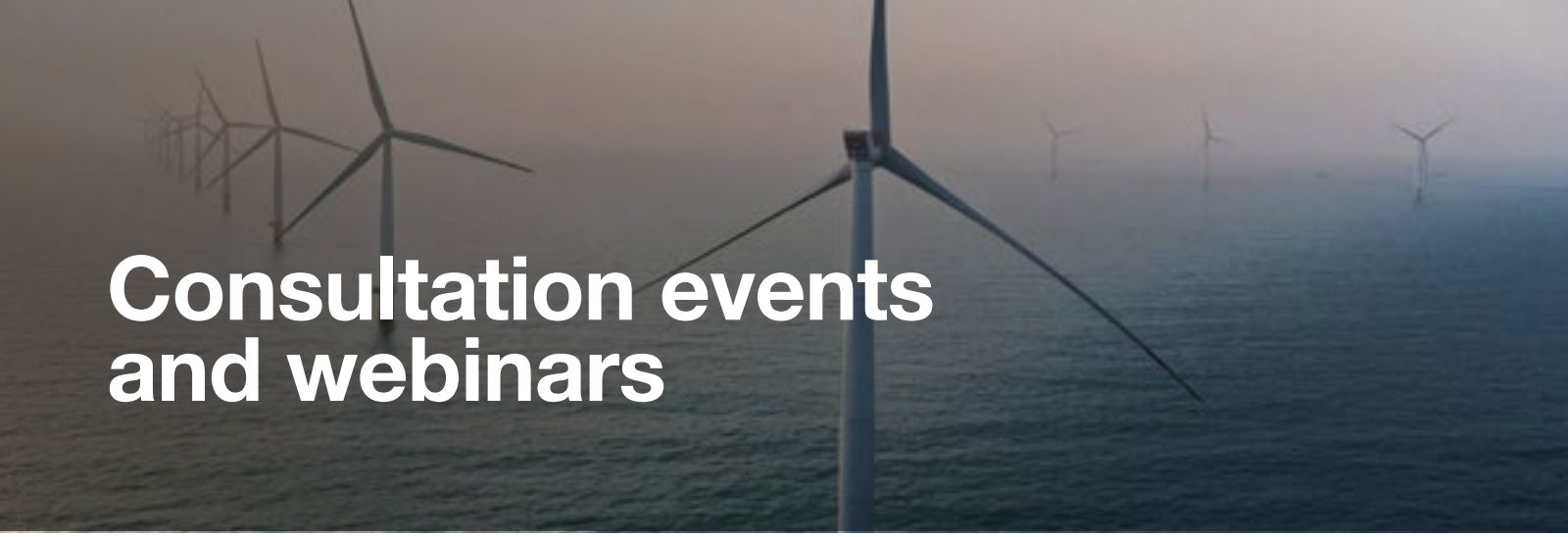
Call us

If you have any questions about the project, or require any assistance with providing feedback, please give us a call on **0800 051 4430**. Lines are open Monday to Friday 9am–5:30pm, with an answerphone facility taking messages outside of these hours.

Other information

If you would prefer to receive any information relating to the consultation through the post, or you need it in another format, please get in touch.

If you have difficulty writing down your feedback, a member of the Community Relations team will be able to take comments over the phone.



Consultation events and webinars

We welcome you to visit our face-to-face public information events, which are being held at the following locations across the proposed eastern corridor:

Date and time	Venue
Friday 12 July 2024, 2pm–7pm	Dunham On Trent Village Hall, Low Street, Dunham, Newark NG22 0FJ
Saturday 13 July 2024, 10am–3pm	Sturton Hall & Conference Centre, Brickings Way, Sturton Le Steeple DN22 9HY
Tuesday 23 July 2024, 2pm–7pm	Rampton Village Hall, Manor Grounds, Rampton, Retford DN22 0JU

We also welcome you to attend one of our two one-hour long online webinar sessions, where we will present details of our eastern corridor. Details on how to sign up for a webinar (using Microsoft Teams) are available on the website or by contacting the project team.

Date and time	Webinar session
Friday 19 July 2024, 10am–11am	North Humber to High Marnham localised consultation – Our proposals between South Wheatley and High Marnham
Thursday 25 July 2024, 7pm–8pm	North Humber to High Marnham localised consultation – Our proposals between South Wheatley and High Marnham

Local information points

Paper copies of this consultation newsletter and feedback form are available to collect. Reference copies of other documents are available to view at one of the following information points throughout the consultation period.

Opening times	Public information point
Monday to Friday 9am–5pm and Saturday 9am–1pm	Gainsborough Library, Cobden Street, Gainsborough DN21 2NG
Monday to Sunday 10am–4pm	All Saints Parish Church Misterton, High Street, Misterton, Doncaster DN10 4AL
Monday to Friday 6am–10pm, Saturday 7am–6pm and Sunday 7am–9pm	Retford Leisure Centre, Old Hall Drive, Ordsall, Retford DN22 7EA
Monday to Friday 9am–5pm	Bassetlaw District Council (Retford office), 17B The Square, Retford DN22 6DB

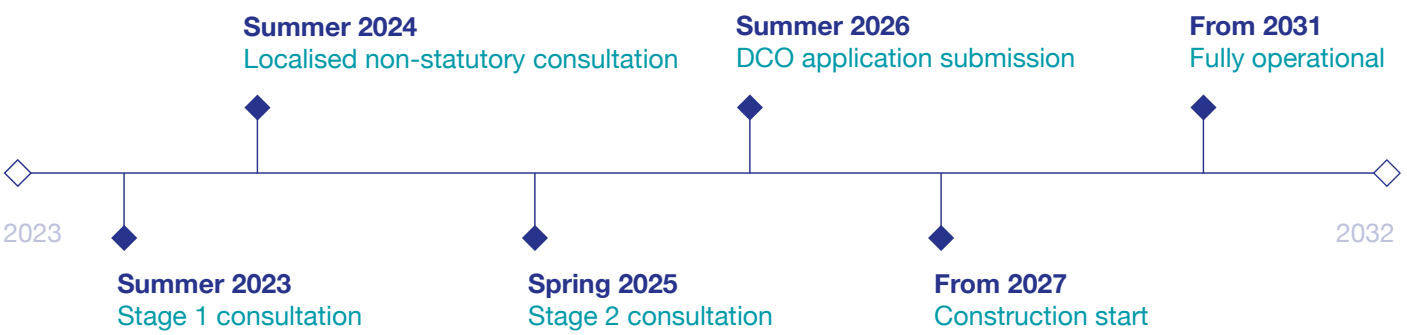


Next steps

The feedback received throughout this localised consultation will inform how our plans for North Humber to High Marnham are developed further and will influence the next stage in the design of the project.

Following this consultation, we will review all the feedback we receive and decision-making alongside feedback received from our public consultation in 2023 and our environmental and technical surveys and assessment work as we further develop our proposals. We will also work on developing a detailed design for the proposed overhead line within the selected preferred corridor (whether eastern or western).

A further stage of public consultation will be undertaken in 2025. The statutory consultation will include preliminary environmental information, setting out what we know at that stage about environmental considerations for the proposed alignment. Feedback from the statutory consultation will also inform any further work on our proposals, prior to submission of the application for a DCO.



Contact us

contact@nh-hm.nationalgrid.com
0800 051 4430
Freepost NH TO HM
(No stamp or further address details are required).

If you feel your land may be affected by these proposals, our dedicated Land Team will be pleased to speak with you. You can contact the North Humber to High Marnham Land Team at Dalcour Maclaren by calling **0333 188 3511** or by emailing **NH-HM@dalcourmaclaren.com**

Appendix L
Localised Non-Statutory Consultation Feedback Form

The Great Grid Upgrade

North Humber to High Marnham

nationalgrid

Localised consultation feedback form

July 2024



National Grid Electricity Transmission is proposing to build a new high voltage overhead electricity transmission line between a new substation that is needed near our existing Creyke Beck substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

North Humber to High Marnham will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitating the connection of planned offshore wind generation and interconnectors with other countries, allowing more energy from renewable and low carbon sources to be carried on the network.

In 2023 as part of our Stage 1 consultation we consulted on our proposals to build approximately 90 kilometres of a new 400,000 volt (400 kV) overhead electricity transmission line between a new 400 kV substation that is needed near our existing Creyke Beck substation to the north of Hull and a new 400 kV substation at High Marnham in Nottinghamshire in the Trent Valley.

Since the close of our consultation in July 2023, we have reviewed the consultation feedback received and undertaken a backcheck and review of the Corridor Preliminary Routeing and Siting Study (CPRSS) published in 2023. This work has led us to identify a possible alternative corridor between South Wheatley and High Marnham, referred to as the 'eastern corridor'. For a more detailed explanation please view Addendum to the Project Background Document (2024), which is available in the Document Library on our website (**nationalgrid.com/nh-hm**).

We would now like to seek people's views about the eastern corridor between South Wheatley and High Marnham in Nottinghamshire. The emerging preferred corridor consulted on during the Stage 1 consultation is a more westerly alternative.

Feedback from the Stage 1 consultation and this localised non-statutory consultation will be considered alongside further assessment and survey work before we decide on the overall preferred corridor and develop more detailed proposals ahead of the Stage 2 (statutory) consultation in 2025.

Localised consultation feedback

You can provide feedback during this localised consultation by completing this hard copy feedback form or an online version. You are welcome to answer all or only some of the questions in this feedback form, depending on the issues that are most important to you.

Please submit your response to this consultation by **11:59pm on 6 August 2024**. We cannot guarantee that responses received after this time will be considered. To return this feedback form free of charge, please write **Freepost NH to HM** (no stamp or further address details are required) on an envelope.

These documents are available on our website (**nationalgrid.com/nh-hm**). If you wish to receive paper copies of these documents or need them in another format, please get in touch by freephone on **0800 051 4430** or by email at **contact@nh-hm.nationalgrid.com** (please note print charges may apply). An online version of this form can also be submitted via our website.

In addition to all the project documents published during our Stage 1 consultation in 2023, we have published additional documents for this localised consultation to provide you with more information on our proposals for the eastern corridor between South Wheatley and High Marnham:

- Addendum to the Project Background Document (2024)
- Supplementary Corridor and Routeing Report (2024)

About you

Title: First name:

Surname:

Organisation/group (if responding on behalf of organisation):

Address:

Postcode:

Email address:

❑ Please tick here if you would like us to keep you updated about our proposals via email

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

❑ Local resident

❑ Local representative (e.g. Councillor, MP)

❑ Landowner or tenant/occupier within the preferred corridor

❑ Local business owner

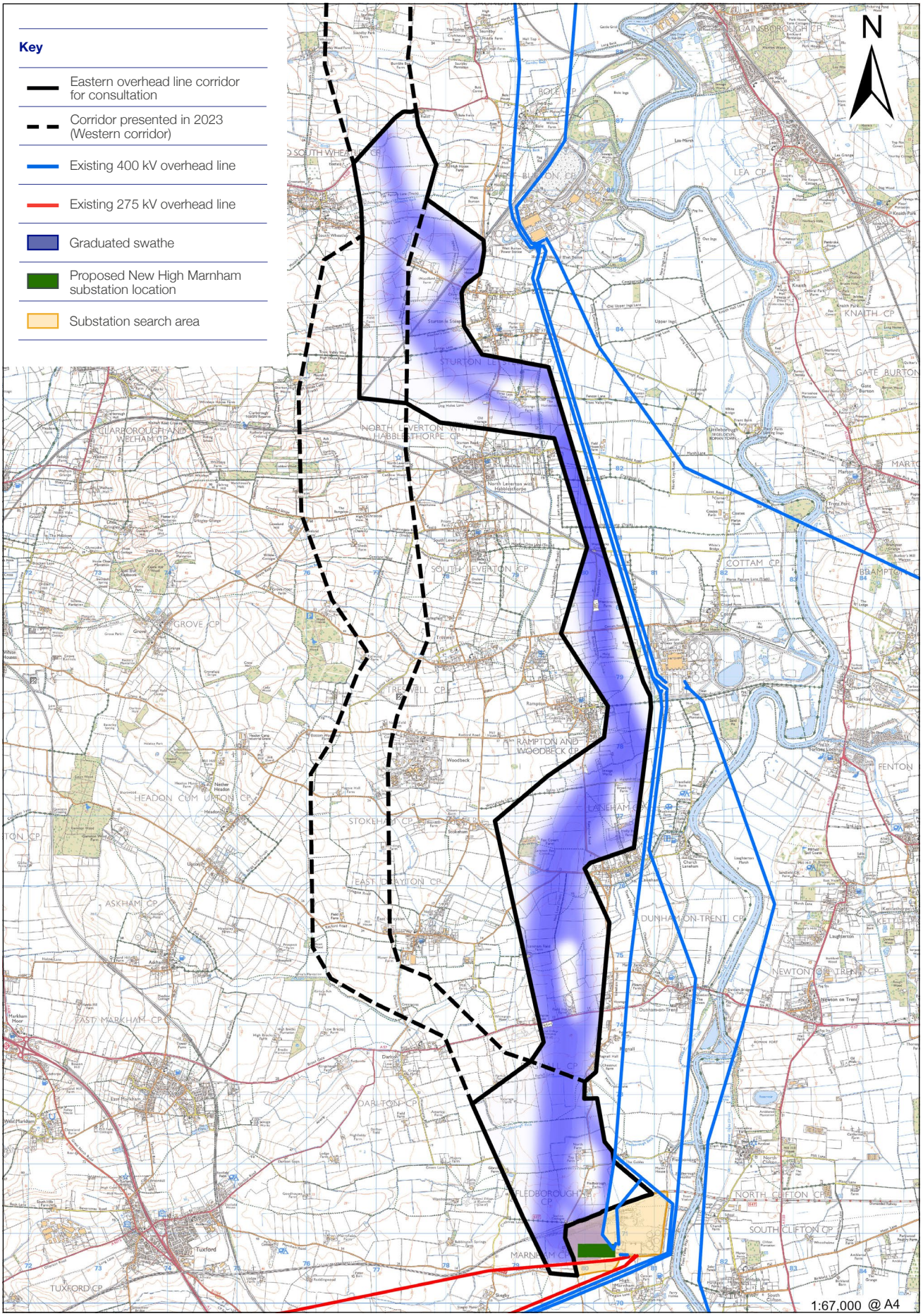
❑ Local interest group member (if so, please name)

❑ Statutory organisation (please specify in the text box below)

❑ Other (please specify)



Our proposals between South Wheatley and High Marnham



1. North Humber to High Marnham - Eastern corridor proposals between South Wheatley and High Marnham

Once we identified the eastern corridor, we produced a graduated swathe within the eastern corridor which indicates where the overhead line alignment could be routed. This shaded area is darker where an alignment is more likely, when considering environmental factors and identified constraints, and is lighter where it is less likely.

This will be informed by feedback received during localised non-statutory consultation, further detailed assessment and survey work. It therefore remains the potential for the final route alignment to extend beyond the graduated swathe. This map shows an overview of our eastern corridor for the proposed new overhead line. You can find out more by referring to our Addendum to Project Background Document (2024), by visiting our website or by contacting the team for more information.

1a) We considered and assessed the location and extent of the eastern corridor between South Wheatley and High Marnham. Do you agree with the position and extent of the eastern corridor that has been identified?

(Please refer to pages 18 to 20 in the Addendum to Project Background Document 2024, which explains this process. For more information, please see the Supplementary Corridor and Routeing Report 2024).

- ❑ Strongly agree
- ❑ Agree
- ❑ Neither agree nor disagree
- ❑ Disagree
- ❑ Strongly disagree

1b) Please tell us the reason for your answer. Please also use this box to provide any comments on our eastern corridor.

If your feedback relates to a certain location, or any features we should look to avoid, please reference this here. Please be as specific as possible in your description.

1c) Are there any features or considerations that you think we should take into account when developing our plans?

(Please refer to the Addendum to Project Background Document 2024 from page 18. For more information, please also see the Supplementary Corridor and Routeing Report 2024).

If your feedback relates to a certain location, or any features we should look to avoid, please reference this here. Please be as specific as possible in your description.

2. The graduated swathe

There are a number of instances along our eastern corridor where we are considering different options for the potential routeing of the proposed new overhead line. These locations are listed below. We would appreciate your views to help us with the next stage of development of our plans for North Humber to High Marnham.

You can view the detailed map of the eastern corridor in our interactive map. The detailed explanation of the location of the eastern corridor is also explained in the Addendum to Project Background Document (2024) on page 18.

2a) If the eastern corridor is taken forward, do you have a preference for where the new overhead line should cross Wheatley Road and the Sheffield to Lincoln Railway Line?

- ❑ Eastern path within the swathe (North of Sturton le Steeple); or
- ❑ Western path within the swathe (West of Sturton le Steeple)

Please explain the reasons for your response.

2b) If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line around the hamlet of Fenton?

- ❑ Northern path within the swathe (North of Fenton); or
- ❑ Southern path within the swathe (South of Fenton)

Please explain the reasons for your response.

2c) If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line north of Laneham?

- ❑ Eastern path within the swathe (east of Broadings Lane); or
- ❑ Western path within the swathe (west of Broadings Lane)

Please explain the reasons for your response.

2d) If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line to the west of Dunham-on-Trent?

- ❑ Eastern path within the swathe (east of Field House Farm on the A57); or
- ❑ Western path within the swathe (west of Field House Farm on the A57)

Please explain the reasons for your response.

2e) If the eastern corridor is taken forward, do you have a preference for the location of the new overhead line in the Fledborough area as it approaches the former High Marnham Power Station site?

- ❑ Eastern path within the swathe (passing Fledborough House to the east before crossing Crabtree Lane); or
- ❑ Central path within the swathe (passing to the south of Fledborough House before crossing
- ❑ Crabtree Lane); or
- ❑ Western path within the swathe (passing to the west of Fledborough House)

Please explain the reasons for your response.

2f) Do you have any other comments about our graduated swathe?

If your feedback relates to a certain location, or any features we should look to avoid, please reference this here. Please be as specific as possible in your description.

3. Strategic options

To answer this question, you can refer to the Strategic Options Report, which outlines why North Humber to High Marnham needs to start in the Creyke Beck area and the different end points and technologies that have been considered. This report can be accessed in the Document Library at **nationalgrid.com/nh-hm**.

3a) Do you have any comments to make on our work to identify our preferred strategic option?

4. Other requirements

Associated works and other aspects

Alongside the proposed new overhead line network reinforcement, additional land will also be required to build and reduce the potential impacts of the proposed reinforcement. These include, but are not limited to, the following:

- temporary land for construction activities including working areas for construction equipment and machinery, site offices, welfare, storage and access; and
- land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process and Biodiversity Net Gain.

Details about these aspects are still to-be developed. More information will be provided in our Stage 2 consultation.

4a) Do you have any comments about associated works and other aspects at this stage that you would like us to consider?

If your feedback relates to a certain location, or any features we should look to avoid, please reference this here. Please be as specific as possible in your description.

5. Refining our proposals

Alongside reviewing and considering consultation feedback, we will carry out further assessments to help us decide where we could locate new infrastructure within the preferred corridor and graduated swathe.

5a) Is there anything we could do to reduce the effects of a new overhead line?

5b) Are there any other considerations we should take into account when developing our proposals?

National Grid Electricity Transmission has a Community Grant Programme available to charitable and not-for-profit organisations to apply for funding for community-based initiatives in locations where our works are taking place. You can read more about that at **https://www.nationalgrid.com/responsibility/community/community-grant-programme**.

5c) In addition to our Community Grant Programme, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?

If your feedback relates to a certain location, or any features we should look to avoid, please reference this here. Please be as specific as possible in your description.

6. Our consultation

Please let us know your views on the quality of our (printed and online) consultation materials, our face-to-face consultation events, how we have notified people about our proposals, and anything else related to this consultation.

6a) Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- ❑ Received a letter from National Grid
- ❑ Received a newsletter from National Grid
- ❑ Received an email from National Grid
- ❑ Received information from a local authority
- ❑ Informed by a local elected representative
- ❑ Saw an advert in a local newspaper
- ❑ Saw social media coverage
- ❑ Saw coverage in local and/or national media
- ❑ Word of mouth
- ❑ Other (please specify)

6b) Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand:

❑ Very good ❑ Good ❑ Average
❑ Poor ❑ Very poor ❑ Unsure

Reasons for answer

6c) Please rate how well this consultation was promoted and advertised to the public:

❑ Very good ❑ Good ❑ Average
❑ Poor ❑ Very poor ❑ Unsure

Reasons for answer

6d) Did you attend one of our face-to-face or online consultation events?

❑ Yes, face-to-face ❑ Yes, online ❑ Yes, both ❑ No

6e) How informative did you find our consultation events and/or our consultation materials?

❑ Very informative ❑ Quite informative ❑ Not informative ❑ No opinion

6f) Do you have further comments about our consultation process or anything we can improve about our consultation?

Please use this space if you wish to expand on any of the answers to questions in this section. Please also use this space to provide any further comments about our consultation process.

7. Net zero

North Humber to High Marnham will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network.

The below questions ask for your views on net zero.

7a) 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 (as described on pages 20 to 23 in the Project Background Document (2023) and in the Strategic Options Report)?

❑ Strongly agree ❑ Agree ❑ Neither agree nor disagree

❑ Disagree ❑ Strongly disagree ❑ Unsure

7b) How concerned are you about the following? Please tick as relevant:

	Very concerned	Concerned	Neutral	Not that concerned	Not at all concerned
The effect of climate change /global warming on your life.	❑	❑	❑	❑	❑
The effect of climate change /global warming on the lives of future generations.	❑	❑	❑	❑	❑

7c) To what extent do you agree or disagree with each of the following statements?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
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, reinforcing the network to transport this energy to where it is needed most is important.	❑	❑	❑	❑	❑
Having UK energy sources and the associated infrastructure will help increase the UK's energy security.	❑	❑	❑	❑	❑
Increasing our UK renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.	❑	❑	❑	❑	❑

7d) Please use this space, if you wish, to expand on the reason for your answer.

Equality and diversity

National Grid would be grateful if you could answer the following inclusion and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements.

We may publish a summary of the results, but no information about an individual would be revealed. The answers you provide to this question are defined as 'special category data'. If you agree to provide Inclusion and Diversity information, you can withdraw your permission at any time.

To withdraw your details, please contact us via email at **contact@nh-hm.nationalgrid.com**.

If you wish to receive consultation documents in hard copy, or in another format, please send us a request using the details provided within this response form and National Grid will organise for relevant materials to be issued.

1. What is your gender?

- ❑ Male
- ❑ Female
- ❑ Non-binary
- ❑ Prefer not to say

2. Do you consider yourself a person with a disability?

- ❑ Yes
- ❑ No
- ❑ Prefer not to say

3. How would you describe your ethnic background?

- ❑ White English, Welsh, Scottish, Northern Irish or British
- ❑ Irish
- ❑ Gypsy or Irish Traveller
- ❑ Any other White background
- ❑ Mixed or Multiple ethnic groups
- ❑ White and Black Caribbean
- ❑ White and Black African
- ❑ White and Asian
- ❑ Any other Mixed or Multiple ethnic background (please state)
- ❑ Asian or Asian British
- ❑ Indian
- ❑ Pakistani
- ❑ Bangladeshi
- ❑ Chinese
- ❑ Any other Asian background
- ❑ Black, African, Caribbean or Black British
- ❑ African
- ❑ Caribbean
- ❑ Any other Black, African or Caribbean background (please state)
- ❑ Arab
- ❑ Any other ethnic group (please state)
- ❑ Prefer not to say

4. What is your age?

- ❑ 15 and under
- ❑ 16–24
- ❑ 25–34
- ❑ 35–49
- ❑ 50–64
- ❑ 65+
- ❑ Prefer not to say



Data privacy notice

National Grid is committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR).

How will National Grid use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including:

- to analyse your feedback to the consultation
- to produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- to write to you with updates about the results of the consultation and other developments)
- to keep up-to-date records of our communications with individuals and organisations.

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- National Grid
- the Planning Inspectorate (which will consider our application for consent to build the North Humber to High Marnham reinforcement – any details published as part of this process will be anonymised)
- the Secretary of State (who will take the decision on our application)
- our legal advisers
- consultants working on North Humber to High Marnham.

What rights do I have over my personal data?

Under the terms of the UK GDPR you have certain rights over how your personal data is retained and used by National Grid. For more information, see our full data privacy statement:
nationalgrid.com/privacy-policy

Contact us

By email: contact@nh-hm.nationalgrid.com
By freephone: 0800 051 4430
Visit our website: nationalgrid.com/nh-hm

Please note our freephone line is open Monday to Friday 9am – 5:30pm; please leave a message outside of these hours.



Appendix M
Localised Non-Statutory Consultation Launch Letters, Newspaper Articles and Social Media Material

1-3 Strand London
WC2N 5EH
www.nationalgrid.com

T: 0800 051 4430
E: contact@nh-hm.nationalgrid.com
nationalgrid.com/nh-hm

SENT VIA EMAIL

Thursday 4 July 2024

Dear Sir/Madam,

National Grid Electricity Transmission – North Humber to High Marnham – Localised Non-Statutory Consultation: 9 July to 6 August 2024

I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to develop a new high voltage electricity transmission route between a new substation near Creyke Beck, to the north of Hull in East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire.

We held our first stage of non-statutory public consultation on our North Humber to High Marnham upgrade between the 1 June and 27 July 2023, where we advised that the feedback received from local communities and stakeholders would help shape our project proposals going forward.

Following non-statutory consultation in 2023, we reviewed all consultation feedback and undertook a back check and review of the Corridor Preliminary Routeing and Site Study (CPRSS) 2023, taking account of new information, including consultation feedback and design and assessment work.

As a result of feedback from the 2023 consultation and this further work, the project has identified a potential alternative corridor in the southernmost section of the route between the villages of South Wheatley and High Marnham. The corridor is referred to as the 'eastern corridor.' As this eastern corridor has not been consulted on to date, we are undertaking localised non-statutory consultation in 2024 to seek views and feedback.

For the avoidance of doubt, National Grid has made no decision on the preferred corridor in this southern most section of the route. Feedback from both the non-statutory consultation 2023 and localised non-statutory consultation 2024 together with further technical assessments including environmental surveys will be considered when deciding on the overall preferred corridor and identification of the route alignment ahead of the subsequent statutory consultation in early 2025.

Our localised public consultation will run from 9 July to 6 August 2024. We are running several in person and online consultation events, details of which are on our project website. The purpose of this consultation is to introduce the eastern corridor, outline the work carried out to identify the eastern corridor between South Wheatley and High Marnham and seek feedback on our proposals.

This is a Nationally Significant Infrastructure Project and we will therefore be preparing and submitting a Development Consent Order (DCO) application to the Planning Inspectorate. Further

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nationalgrid.com/nh-hm

consultation will take place in 2025 on more detailed proposals prior to submission of the DCO application, most likely in 2026.

The project website can be accessed at **nationalgrid.com/nh-hm** and will be updated with the public consultation information on 9 July 2024. I draw your attention to the following documents, which will form a part of our consultation and can be found on our website:

- **Addendum to Project Background Document** – Introducing National Grid, summarising the project need and work done to date, and describes how to get involved in the consultation and the project timeline.
- **Supplementary Corridor Routeing Report (SCRR) 2024** – detailing the work undertaken to-date to identify the eastern corridor between South Wheatley and High Marnham.
- **Strategic Optioneering Report 2023** – explaining the strategic options considered to meet the network reinforcement need.

We have also included a digital copy of our Community Newsletter, which provides introductory information about the localised consultation and important information about our upcoming events and webinars. We encourage you to share this more widely with anyone who may be interested in the project.

We have also provided a copy of our consultation advert, which we also encourage you to display in prominent locations in the local community – in printed and digital format. You can also share this advert via your social media channels.

We want to ensure that our consultation and engagement are inclusive and that we engage equally with all stakeholders. As an individual or organisation that may know local interest or seldom heard groups that may have an interest in our proposals and receiving information in a particular format, please let us know if we should share project information more widely.

How to provide feedback

We encourage you to read the above consultation materials. You can provide your feedback in the following ways:

- **Complete a feedback form:** Paper copies are available to pick up from our consultation events, information points (listed in our newsletter), or posted to you on request. A PDF copy can also be downloaded online or there is an online form on our website (nationalgrid.com/nh-hm).
- **Send us a letter:** You can send a letter/or completed feedback form to **FREEPOST NH TO HM** (no stamp or further address details are required).
- **Email us:** If you prefer to send us your comments via email, you can send them to us at contact@nh-hm.nationalgrid.com

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

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Please also let us know if you require information in a different format, such as large-print, braille or alternative language.

For any further questions or information, please email contact@nh-hm.nationalgrid.com or call us on 0800 051 4430 to speak (or request to meet) with a member of the community relations team. The project webpage can also be accessed at nationalgrid.com/nh-hm, which will be updated with the latest information on the localised consultation on 9 July 2024.

We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham
National Grid Electricity Transmission
Email: contact@nh-hm.nationalgrid.com
Freephone information line: 0800 051 4430
Freepost: FREEPOST NM TO HM (please write in capitals, you do not need a stamp)

Enclosed: Community Newsletter, Consultation Advert

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nationalgrid.com/nh-hm

SENT VIA EMAIL

Thursday 4 July 2024

Dear Consultee,

National Grid Electricity Transmission – North Humber to High Marnham – Localised Non-Statutory Consultation: 9 July to 6 August 2024

I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to develop a new high voltage electricity transmission route between a new substation near Creyke Beck, to the north of Hull in East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire.

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As a result of feedback from the 2023 consultation and this further work, the project has identified a potential alternative corridor in the southernmost section of the route between the villages of South Wheatley and High Marnham. The corridor is referred to as the 'eastern corridor.' As this eastern corridor has not been consulted on to date, we are undertaking localised non-statutory consultation in 2024 to seek views and feedback.

For the avoidance of doubt, National Grid has made no decision on the preferred corridor in this southern most section of the route. Feedback from both the non-statutory consultation 2023 and localised non-statutory consultation 2024 together with further technical assessments including environmental surveys will be considered when deciding on the overall preferred corridor and identification of the route alignment ahead of the subsequent statutory consultation in early 2025.

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- **Email us:** If you prefer to send us your comments via email, you can send them to us at contact@nh-hm.nationalgrid.com

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

For any further questions or information, please email contact@nh-hm.nationalgrid.com or call us on 0800 051 4430 to speak (or request to meet) with a member of the community relations team. The project webpage can also be accessed at nationalgrid.com/nh-hm, which will be updated with the latest information on the localised consultation on 9 July 2024.

We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham

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www.nationalgrid.com

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National Grid Electricity Transmission
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Freephone information line: **0800 051 4430**
Freepost: **FREEPOST NM TO HM** (please write in capitals, you do not need a stamp)

Enclosed: Community Newsletter

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SENT VIA EMAIL

Thursday 4 July 2024

Dear Councillor,

National Grid Electricity Transmission – North Humber to High Marnham – Localised Non-Statutory Consultation: 9 July to 6 August 2024

I am writing to you on behalf of National Grid Electricity Transmission (NGET) regarding our proposals to develop a new high voltage electricity transmission route between a new substation near Creyke Beck, to the north of Hull in East Riding of Yorkshire and a new substation at High Marnham in Nottinghamshire.

We held our first stage of non-statutory public consultation on our North Humber to High Marnham upgrade between the 1 June and 27 July 2023, where we advised that the feedback received from local communities and stakeholders would help shape our project proposals going forward.

Following non-statutory consultation in 2023, we reviewed all consultation feedback and undertook a back check and review of the Corridor Preliminary Routeing and Site Study (CPRSS) 2023, taking account of new information, including consultation feedback and design and assessment work.

As a result of feedback from the 2023 consultation and this further work, the project has identified a potential alternative corridor in the southernmost section of the route between the villages of South Wheatley and High Marnham. The corridor is referred to as the 'eastern corridor.' As this eastern corridor has not been consulted on to date, we are undertaking localised non-statutory consultation in 2024 to seek views and feedback.

For the avoidance of doubt, National Grid has made no decision on the preferred corridor in this southern most section of the route. Feedback from both the non-statutory consultation 2023 and localised non-statutory consultation 2024 together with further technical assessments including environmental surveys will be considered when deciding on the overall preferred corridor and identification of the route alignment ahead of the subsequent statutory consultation in early 2025.

Our localised public consultation will run from 9 July to 6 August 2024. We are running several in person and online consultation events, details of which are on our project website. The purpose of this consultation is to introduce the eastern corridor, outline the work carried out to identify the eastern corridor between South Wheatley and High Marnham and seek feedback on our proposals.

This is a Nationally Significant Infrastructure Project and we will therefore be preparing and submitting a Development Consent Order (DCO) application to the Planning Inspectorate. Further

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www.nationalgrid.com

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E: contact@nh-hm.nationalgrid.com
nationalgrid.com/nh-hm

consultation will take place in 2025 on more detailed proposals prior to submission of the DCO application, most likely in 2026.

The project website can be accessed at **nationalgrid.com/nh-hm** and will be updated with the public consultation information on 9 July 2024. I draw your attention to the following documents, which will form a part of our consultation and can be found on our website:

- **Addendum to Project Background Document** – Introducing National Grid, summarising the project need and work done to date, and describes how to get involved in the consultation and the project timeline.
- **Supplementary Corridor Routeing Report (SCRR) 2024** – detailing the work undertaken to-date to identify the eastern corridor between South Wheatley and High Marnham.
- **Strategic Optioneering Report 2023** – explaining the strategic options considered to meet the network reinforcement need.

We have also included a digital copy of our Community Newsletter, which provides introductory information about the localised consultation and important information about our upcoming events and webinars. We encourage you to share this more widely with anyone who may be interested in the project.

We have also provided a copy of our consultation advert, which we also encourage you to display in prominent locations in the local community – in printed and digital format. You can also share this advert via your social media channels.

We want to ensure that our consultation and engagement are inclusive and that we engage equally with all stakeholders. As an individual or organisation that may know local interest or seldom heard groups that may have an interest in our proposals and receiving information in a particular format, please let us know if we should share project information more widely.

How to provide feedback

We encourage you to read the above consultation materials. You can provide your feedback in the following ways:

- **Complete a feedback form:** Paper copies are available to pick up from our consultation events, information points (listed in our newsletter), or posted to you on request. A PDF copy can also be downloaded online or there is an online form on our website (nationalgrid.com/nh-hm).
- **Send us a letter:** You can send a letter/or completed feedback form to **FREEPOST NH TO HM** (no stamp or further address details are required).
- **Email us:** If you prefer to send us your comments via email, you can send them to us at contact@nh-hm.nationalgrid.com

We encourage you to view our proposals online, where you can access our interactive map, view the locations of interest to you and link through to our feedback form, where you can submit your comments digitally.

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Invitation for a briefing

An online Teams call for Bassetlaw District and Nottinghamshire County Council members is scheduled 6pm to 7pm on 9 July 2024. Please do let us know if you are unable to make that date and would like to meet separately.

For any further questions or information, please email contact@nh-hm.nationalgrid.com or call us on 0800 051 4430 to speak with a member of the community relations team. The project webpage can also be accessed at nationalgrid.com/nh-hm, which will be updated with the latest information on the localised consultation on 9 July 2024.

We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham
National Grid Electricity Transmission
Email: contact@nh-hm.nationalgrid.com
Freephone information line: 0800 051 4430
Freepost: FREEPOST NM TO HM (please write in capitals, you do not need a stamp)

Enclosed: Community Newsletter, Consultation Advert.

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SENT VIA EMAIL

Thursday 4 July 2024

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Our localised public consultation will run from 9 July to 6 August 2024. We are running several in person and online consultation events, details of which are on our project website. The purpose of this consultation is to introduce the eastern corridor, outline the work carried out to identify the eastern corridor between South Wheatley and High Marnham and seek feedback on our proposals.

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Invitation for a briefing

As a parish council who may have an interest in the project, we welcome the opportunity to meet with you to discuss our proposals in more detail, including any questions you may have in order to provide your feedback. If this would be of interest, please let us know a convenient date and time by getting in touch using the details below.

For any further questions or information, please email contact@nh-hm.nationalgrid.com or call us on 0800 051 4430 to speak with a member of the community relations team. The project webpage can also be accessed at nationalgrid.com/nh-hm, which will be updated with the latest information on the localised consultation on 9 July 2024.

We look forward to hearing from you.

Yours sincerely,

[redacted]

Project Director, North Humber to High Marnham
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Enclosed: Community Newsletter, Consultation Advert

Advert used for press advertising and for social media for Localised Non-Statutory Consultation



National Grid Electricity Transmission is consulting on proposals for a potential alternative corridor, referred to as the eastern corridor for the North Humber to High Marnham proposals between South Wheatley and High Marnham. Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations.

Our consultation is running from **9 July** until **6 August 2024**.

It is important that we hear the views of local people. Knowing what matters to you, matters to us.

To find out more about the proposals, our public information events, online webinars, and how to provide your feedback you can:

visit our project website **nationalgrid.com/nh-hm/localisedconsultation** (scan the QR code to be taken directly there) email us at **contact@nh-hm.nationalgrid.com** call us on **0800 051 4430**

Appendix N
Responses to Statutory and Prescribed consultees

Appendix N – Localised non-statutory consultation feedback from Local Authorities and Prescribed Consultees

This appendix presents the consultation feedback received from local authorities and prescribed consultees[1] during the localised non-statutory consultation and National Grid's responses to that feedback. The National Grid responses were written in the context of the information available at the time of writing this report following the localised non-statutory consultation. Information provided is therefore subject to change as the Project develop*s.*

Anglian Water - Summary of Consultation Feedback Response
• Appreciate the need for the scheme and recognise the need to incorporate green and renewable energy and technologies into the energy system. • The upgrade of the network in the region will support Anglian Water Services (AWS)'s delivery of net zero by 2030 through their own renewable energy projects. • The Project will provide additional energy resilience in the area. • Concerned construction will have a negative impact on local water resources and AWS assets, the Project should aim to minimise interaction with Anglian Water existing and proposed assets and specifically avoid the need for asset diversions which have carbon costs. Baseline work including ground investigation and archaeology geophysical surveys will enable minimisation interfaces with AWS assets. National Grid should engage with Anglian Water to ensure protection of their water supply asset network. • A Construction Environmental Management Plan (CEMP) and Code of Construction Practice (CoCP) should be developed and include steps to remove the risk of pollution and physical damage to Anglian Waters assets. • Concerned about the cumulative impacts this scheme will have on the Anglian Water Strategic Pipeline Alliance project.
National Grid's Response to feedback received
<u>Eastern corridor proposal</u> Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation. <u>Water Supply Assets</u> National Grid will continue to engage with Anglian Water as survey works progress to understand how our proposals interact. <u>Construction</u> An outline CoCP will be presented as part of our statutory consultation before further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. A CEMP is identified as a management plan anticipated to be required and once the Project has been developed further will be presented in the application for Development Consent Order application.

[1] Prescribed consultees in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Cumulative Impacts

As explained above a Project decision has been made to not route within the eastern corridor. We will continue to consider the cumulative impacts of the Project including if any interaction with the Anglian Water Strategic Pipeline Alliance project. National Grid will as part of the Environmental Impact Assessment (EIA) process for the Project undertake a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders, including Anglian Water to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.

Bassetlaw Council - Summary of Consultation Feedback Response

- Support for the localised non-statutory consultation engagement event held in Sturton le Steeple.
- Concern there will be a negative impact on the local landscapes in the Nottinghamshire area and that undergrounding should be considered in some areas.
- Belief that as this is lasting infrastructure cost should not be main factor when making decisions.
- Concerned about the cumulative impact on the community this scheme will have along with the planned solar farm projects in the Nottinghamshire region.
- Visualisations of the proposed pylons and OHLS near St Helen's Church in South Wheatley should be provided for further assessment.
- National Grid should consider the potential flood risks associated with having infrastructure close to the River Trent and should plan accordingly.
- OHLs should be routed in close parallel with existing OHLs to the east of Sturton le Steeple.
- Existing brownfield sites in the area should be utilised.

National Grid's Response to feedback received

Eastern corridor proposal

Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation.

Undergrounding

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. We may also adopt underground cables in other circumstances to overcome engineering challenges. Based on our assessments to date, there are insufficient policy justifications to use underground cabling across this Project. National Grid has taken into consideration comments made to date in the development of the Project (as provided in this document) and will continue to engage with the relevant stakeholders and members of the public prior to the submission. We will continue to backcheck and review our proposals including alternative designs in response to feedback and technical assessment as the Project develops.

We will continue to consider the Projects impact on the landscape and will be undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process.

Cost

Whilst cost is a factor in the design process, we 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.

Cumulative impact of multiple projects on communities

National Grid is as part of the Environmental Impact Assessment (EIA) process for the Project undertaking a cumulative impact assessment in accordance with the Planning Inspectorate's Advice Note on Cumulative Effect Assessment. This, in summary, is a four step 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 through the EIA process. This long list will be 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 (Stages 2 to 3). Upon completion of the short list a cumulative impact assessment (Stage 4) will be undertaken for the Project and those short-listed developments. Identified effects and any subsequent mitigation measures (if necessary) will be presented within the ES. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application. Throughout the design development process National Grid is undertaking regular and continuous monitoring of live planning applications. We are also engaging with stakeholders such as Local Planning Authorities to understand the other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.

Flood Risk

National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we have continued to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. Where avoidance

is not practicable, the Flood Risk Assessment (FRA) being prepared in support of the Environmental Impact Assessment identifies any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project. The Environmental Statement (ES) will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Placing Overhead Lines parallel/in close proximity to existing OHLs

As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). The SCRR provides an assessment on the opportunities and constraints of 'close parallel' within the eastern corridor and notes where there are already two overhead lines running close parallel the separation between a new line and the existing would have to be greater than when running alongside a single line. This greater separation makes it more difficult to ensure that the arrangement of pylons, conductors and spans achieves a coherent appearance, and increases the risk of creating a wirescape. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor. Our overall decision on the preferred alignment is presented within Chapter 5 of the Design Development Report (DDR) 2025 during our statutory consultation.

Brownfield Sites

The Projects Strategic Options Report (SOR) and Supplementary Corridor and Routeing Report (SCRR) provide the background on the need for the Project and the factors which influence the design and routeing of the overhead line Project. Whilst a Project decision has been made to not route within the eastern corridor we have and will continue to carefully consider the feedback received as part of the design process.

Dunham Parish Council - Summary of Consultation Feedback Response

- Preference expressed for western corridor as it avoids areas at risk of flood, avoids crossing roads, cycle path and wildlife site and avoids impacting as many villages.
- Concerned about cumulative visual impact caused by routing new OHLs in close proximity to existing lines.
- Expressed a concern that the residents of villages in the eastern corridor have enough National Grid infrastructure so it would be unfair to add more.
- Concerned that the corridor south of Laneham is not wide enough to route OHLS in parallel for longer distances.
- Belief that many people have misinterpreted *'closer to existing lines'* as running is close parallel and this is not the case.
- Belief that the eastern corridor fails more of the Holford Rules.
- Concerned that villages such as Laneham, Dunham and Ragnall would become encircled by OHLs.
- Concerned about the cumulative impact of multiple infrastructure projects in the Ragnall and Fledborough.
- Concerned that the eastern corridor would have a negative impact on planned solar farms in the area due to land take.
- Concerned about impact on school in Ragnall.

- Concerned about the corridor twisting and turning.
- Concerned about corridor crossing roads between Ragnall and Fledborough.
- Concerned that the routes presented in the Supplementary Corridor Routeing Report are not clear/accurate.
- Belief that if the eastern corridor is progressed it needs altering south of Laneham so it is in close parallel to existing 400KV OHLs, as this would reduce visual impact in the area and better suit the topography of the southern section of the corridor and avoid crossing main roads.

National Grid's Response to feedback received

Eastern corridor proposal

Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation.

Flood Risk

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Cumulative impact of multiple projects on communities

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Concern about the localised non-statutory consultation materials

A range of consultation materials were provided by National Grid to allow respondents to give 'intelligent 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.

National Grid seeks to provide sufficient detail within its consultation materials to explain the Project and work undertaken to date to enable informed feedback to be provided. We recognise that some materials contain more technical information and therefore published an Addendum to the Project Background Document as part of our consultation to provide an accessible and concise summary of our proposals and work undertaken to date. Where more detailed reports are produced, we seek to provide executive summaries and ensure a clear contents page is provided to help direct the reader to the section of the report relevant to them. 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 3 face-to-face events along the proposed route were held during the localised non-statutory consultation period of 4 weeks. National Grid also held 2 webinars across this period, providing opportunity for consultees to interrogate our materials and ask our Project team questions.

We have considered how we can present materials at our statutory consultation and have sought to balance this with the scale of the Project.

The Project team were available and continue to be, to answer questions through the North Humber to High Marnham Freephone number, address or email throughout the development of the Project:

- Call our Community Helpline: 0800 051 4430 (Lines are open Monday to Friday 9:00am – 5:30pm)
- Email us: contact@nh-hm.nationalgrid.com
- Write to us: FREEPOST NH TO HM (No stamp or further address details are required).

The Environment Agency - Summary of Consultation Feedback Response
• Concerned that the proposed corridor would cross multiple areas identified as flood zones 2 and 3. • Concerned about potential flood risk impacts of crossing local watercourses such as the River Trent, Laneham Beck and Fledborough Beck. If the easter corridor is progressed, further flood and hydraulic modelling should be undertaken. • Appropriate floodplain compensation should be considered. • Preference expressed for the corridor to avoid all watercourse including culverts. • National Grid should engage with the Environment Agency on matters in relation to flood risk and flooding as the design develop. • Concerned about the negative impacts of sewage/discharge from construction into watercourses. • National Grid should consider the location of compound S-5 and the access routes to it as it is currently situated in a flood zone associated with the tidal River Trent. • While there are flood defence on the River Trent there is still a residual risk of flooding that National Grid should consider.
National Grid's Response to feedback received
Eastern corridor proposal Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation. Flood Risk National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we have continued to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. Where avoidance is not practicable, the Flood Risk Assessment (FRA) being prepared in support of the Environmental Impact Assessment identifies any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project. The Environmental Statement (ES) will include consideration for potential impacts of flood risk from rivers, surface water and groundwater sources, considering for the potential for both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. National Grid will continue to engage with the Environment Agency in relation to flood risk and flooding as the design develops. Avoidance of Watercourses and Culverts National Grid has sought to and will continue to seek to reduce the impact on watercourses 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 is being prepared assesses 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 will be prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the initial

assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Construction

National Grid has sought to and will continue to seek to reduce the impact on watercourses 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 is being prepared assesses 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 will be prepared, working closely with specialist stakeholders, to agree any mitigation measures to avoid or reduce negative impacts. The results of the initial assessment are being consulted on in a Preliminary Environmental Information Report (PEIR) during our statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. Should any significant impacts be identified, that cannot be avoided through routeing and siting, mitigation measures will be implemented. As part of the DCO application, an Outline Code of Construction Practice (CoCP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. The DCO will include a requirement to comply with these plans.

Natural England - Summary of Consultation Feedback Response

- No preference expressed for either corridor.
- Concerned about potential impacts on Ashton's Meadow, Clarborough Tunnell and Treswell Wood SSSIs.
- Concerned about air quality impacts (such as dust and CO2 emissions) associated with construction traffic.
- Concerned about negative impact of construction on habitats, with particular reference to impact on breeding bird populations.
- Concerned about operational and construction noise levels.
- Concerned about impact of construction on agricultural land classified as Best and Most Versatile.

National Grid's Response to feedback received

Eastern corridor proposal

Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation.

Impact on habitats, SSSI's, protected species and the environment

National Grid has sought and will continue to reduce, as far as practicable, potential impacts on ecology and biodiversity as the Project continues the design process. 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 SSSIs, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project is assessing the effects on biodiversity and ornithology and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. We will continue to engage with Natural England 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 continues to develop. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Construction Impacts (including construction traffic)

We continue to consider construction impacts across the Project and National Grid, as part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. National Grid is committed to engaging with residents and stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During the statutory consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.

Noise Impacts

Noise from the operation of overhead lines is predominately determined by the conductor design, voltage, and weather conditions. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. We will continue to consider the potential operational and construction noise across the length of the Project and are undertaking a noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive receptors, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. National Grid's assessment also considers the impact of construction noise and vibration on sensitive local receptors, including residential properties and ecological receptors. Should any significant impacts be identified, that cannot be avoided through routeing and siting work, mitigation measures will be implemented.

These mitigation measures will be included in the Project's Construction Environmental Management Plan (CEMP) which will ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP will contain measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Impact on agricultural land

National Grid recognises that there is the potential for impacts on agricultural operations arising from the Project. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are 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. We will seek to work with the farming community to limit disruption where practicable. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.

North and South Wheatley Parish Council - Summary of Consultation Feedback Response
• Support for the eastern corridor. • Expressed a preference for running the OHLs in close proximity to existing OHLs. • Expressed a wish for route to shift further East as the route leaves West Burton to avoid Sturton le Steeple. • Appreciate the need for the Scheme but hard to accept it when it affects the local countryside which is valued for its beauty.
National Grid's Response to feedback recieved
Eastern corridor proposal Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a project decision to route within the western corridor, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 of the Design Development Report (DDR) 2025 during our statutory consultation. Placing overhead line in parallel/in close proximity to existing overhead line(s) As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). The SCRR provides an assessment on the opportunities and constraints of 'close parallel' within the eastern corridor and notes where there are already two overhead lines running close parallel the separation between a new line and the existing would have to be greater than when running alongside a single line. This greater separation makes it more difficult to ensure that the arrangement of pylons, conductors and spans achieves a coherent appearance, and increases the risk of creating a wirescape. Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation 2024 has informed a Project decision to not route within the eastern corridor, see Section 15.2 of this report for further justification on our corridor decision. Our overall decision on the preferred alignment for the new overhead transmission line is presented within Chapter 5 of the Design Development Report (DDR) 2025 during our statutory consultation. Landscape and Visual Impacts We will continue to consider the Projects impact on the landscape and will be undertaking a Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. This will include an assessment on both landscape and visual amenity. The assessment will consider the impact of the Project on the landscape character of the area, as well as views from communities along the proposed route. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 as part of our statutory consultation and will be further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Nottinghamshire County Council - Summary of Consultation Feedback Response
• Concerned about potential impacts on archaeological sites along the Trent Valley in areas such as Cottam, Ragnall, North Wheatley and South Leverton. • Further archeological assessments need to be undertaken. • Expresses the view that the eastern corridor will have slightly less impact on built heritage. • Concerned about negative impact on the Scheduled Ancient Monuments (SAMs) in South Wheatley and Whipton Moor and Grade II listed structures in Haxley Gate Bridge, Walkeringham. • Concerned about negative impact on non-listed status heritage sites. • Concerned about negative impact on priority habitats around Fenton, Dunham on Trent and High Marnham. • Concerned about negative impact on hedgerows, mature trees and deciduous woodland. • Concerned about negative impacts on Treswell Wood and Chesterfield Canal SSSIs. • Concerned route might impact pastureland drains. • Concerned about negative impacts on ornithology (birds) using the Trent corridor as a route to the Idle Valley Nature Reserve. • Temporary impacts need to be considered and defined, the County Council would like to know how long construction compounds will be required for, what size are they going to be, where will they be located? The Council suggests that if the compounds are going to be present for longer than two years, they need to form part of the Biodiversity Net Gain (BNG). • Access routes need to avoid hedgerows and other habitats, so they are not negatively impacted. • Areas for Biodiversity Net Gain compensation need to be identified and as close to the proposals as possible and to the same scale of those disturbed • Placement of the pylons needs to be carefully considered to avoid impacts to higher value habitats. • The County Council would like to understand why ‘line swapping’ has not been considered, instead of the underground crossing and urges further assessment of ‘line swapping’ for the eastern corridor. • National Grid should investigate further the opportunity for running the overhead line in close proximity to existing overhead line(s). • The Council expresses the view that the eastern corridor would have less impact on operational airfields. • Belief that although the presence of existing OHLs in the east reduces the overall landscape and visual sensitivity in the area this could have a cumulative impact increasing ‘wirescaping’. • Concerned about negative impacts on tourism businesses on Darlton Road. • Although the County Council has raised other concerns, the eastern corridor presents less impact to designated sites. • Concerned that by investigating the eastern corridor following its initial rejection caused doubt in the conclusions of the original assessment. <u>Feedback on the 2023 CPRSS</u> • Concerned there does not appear to be any assessment information around potential for line swap along corridor options 2, 3 and 4 presented in the 2023 CPRSS during the options appraisal where routes are in closer proximity to the existing power lines along the Trent valley. Concerned that

there is a limited amount of information provided around the proposed new High Marnham Substation (2.5.12 to 2.5.21). Request for more information relating to the site selection for this and potential layout should be provided as early as possible.

- While the methodology for this sensitivity weighting approach is generally accepted, they have some concern regarding the application outlined in 4.4.7: *'the highest individual 'weight' identified in each cell, not the combined total of different weights identified.'* While this approach takes into account the most sensitive receptor as priority it then diminishes the potential effect on groups of slightly less sensitive receptors. Concerned that using the approach identified in 4.4.7 the score and preference would suggest impacting the 3 lesser receptors would be preferable. They feel this could be a dangerous approach that potentially overlooks effects on multiple receptors rather than considering the balance of effect on the one.
- General agreement with the study area and corridor definition in section 5, however they note in 'Table 5.1 Data Gathering Features' which provides details on what buffer allowance was made in the assessment for specific receptors. It details residential properties were only given a 25m buffer under the Landscape and Visual sub topic which they believe would be inadequate given the scale and intensity of structure, certainly at the initial filter stage.
- Agree with the options appraisal for Section 6, Corridor 1, noting the key factors from a Nottinghamshire perspective is the housing allocation south of Retford in the Bassetlaw Local Pan and impacts on Gamston and Retford airport that effectively block a return to the planned High Marnham substation location.
- Agree with the options appraisal for Section 7, Corridor 2 noting from a Nottinghamshire Landscape perspective this route would be travelling through the edge of the more elevated landscape within the west of the study area where there are currently very few OHLs present. They note the assessment does not specifically identify the proximity of the route to the conservation area and SAM site at Gringley on the Hill as an issue despite this being a significant local high point with views over the C2K & C2L sections around Walkeringham & Beckingham. It is suggested this needs further careful study and determination as the design develops.
- Agree with the options appraisal for Section 8, Corridor 3, noting from a Nottinghamshire Landscape perspective the density of existing OHLs throughout this corridor with villages scattered either side of these from Walkeringham to High Marnham and also the River Trent constraining the eastern boundary, (Figure 8.2), along with other multiple constraints would make this corridor technically very complex, difficult and expensive to achieve. However, routing through this corridor would be though an area of Landscape Character already desensitized by the multiple OHLs and therefore lessen concerns around impacts on the Landscape Character although visual impacts would be increased and probably magnified by cumulative association.
- Belief that Section 9, Corridor 4 has limited impact Nottinghamshire with those likely occurring around the villages of Thorney, North Clifton and South Clifton after diverting from Yorkshire through Lincolnshire. They agree with the option appraisal where it relates to Nottinghamshire matters.
- The process of developing the Graduated Swathe is understood and accepted.

National Grid's Response to feedback received

<u>Eastern corridor proposal</u>

Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation.

<u>Impact on heritage assets</u>

Through routeing and siting National Grid has sought to, and will continue 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). National Grid is undertaking a Historic Environment assessment as part of its EIA, which is assessing the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. This includes a suite of archaeological surveys to help understand the baseline historic environment. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible. The results of the initial assessments are being consulted on in a Preliminary Environmental Information Report (PEIR), during our statutory consultation, before being further refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application. We will continue to engage with Historic England and local authorities on aspects relating to heritage, including appropriate mitigation measures and techniques.

Impact on habitats, SSSI's, protected species and the environment

Through routeing and siting National Grid has sought and will continue to reduce, as far as practicable, 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 SSSIs, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project is assessing the effects on biodiversity and where required appropriate mitigation/compensation measures will be implemented, such as habitat creation. We will continue to engage with Natural England and Local 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 continues to develop. The results of our initial assessments are presented in the Preliminary Environmental Information Report (PEIR) 2025 during our statutory consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.

Biodiversity Net Gain (BNG)

National Grid has committed to deliver BNG of at least 10% or greater in environmental value (including BNG) on all construction Projects. The Net Gain target for the Project is aligned with our corporate sustainability commitment. Furthermore, the Environment Act 2021 includes a requirement for NSIPs to deliver biodiversity gain as part of the application and for the areas of biodiversity net gain to be maintained for a specified period. DCOs must meet a biodiversity gain objective defined in a biodiversity gain statement. This requirement for NSIPs begins in November 2025, and so will apply to this Project. National Grid is currently working with other organisations to identify how this can best be implemented and the securing mechanisms for maintaining habitats for the specified period. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Placing the overhead line in parallel/in close proximity to existing overhead line(s)

As part of the localised non-statutory consultation National Grid presented the Supplementary Corridor and Routeing Report 2024 (SCRR). The SCRR provides an assessment on the opportunities and constraints of 'close parallel' within the eastern corridor and notes where there are already two overhead lines running close parallel the separation between a new line and the existing would have to be greater than when running alongside a single line. This greater separation makes it more difficult to ensure that the arrangement of pylons, conductors and spans achieves a coherent appearance, and increases the risk of creating a wirescape.

Impact on operational airfields

National Grid considers potential impacts on local airfields and their safe operations and have engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We undertook a review of airfields within 5 km of the emerging preferred corridor presented at stage one non-statutory consultation and have offered and held meetings to identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of the impacts of the Project in relation to each airfield. As part of further design work for identifying a proposed alignment, National Grid has carefully considered the balance between technical, socio-economic, environmental and cost implications. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable.

Construction access routes

We continue to consider construction impacts across the Project and National Grid, as part of our continuing iterative design process, we are undertaking 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. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. 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. Where construction sites and temporary haul roads are required, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users.

National Grid is committed to engaging with residents and stakeholders throughout the lifecycle of the North Humber to High Marnham Project. During the statutory consultation, we will be presenting more detail around potential construction activity, and will be seeking input from landowners, residents and stakeholders to ensure we mitigate, where possible, any construction impacts.

Tourism

Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable potential impacts to local businesses and tourism. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism. These have been and will continue to be considered during the iterative design process. The results of the initial assessments will be consulted on in a Preliminary Environmental Information Report (PEIR) during statutory consultation, before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application.

Feedback on the CPRSS

We welcome the feedback on the CPRSS. The Supplementary Corridor and Routeing Report (SCRR 2024) presented at the localised non-statutory consultation provides justification in respect of the ability for a alignment in closer proximity to the existing power lines along the Trent valley. Our overall decision on the preferred alignment is presented within Chapter 5 of the Design Development Report (DDR) 2025 during our statutory consultation.

High Marnham Substation

The new High Marnham substation did not form part of the proposals for the Project during our stage one non-statutory consultation. The High Marnham substation is part of a project called Brinsworth to High Marnham, and a consultation on the proposals for that project including a new substation took place in April and May 2024. We are applying for planning permission under the Town and Country Planning Act for the new 400 kV substation to

Bassetlaw District Council. We are applying for planning permission from the local planning authority for the substations because they are also needed to provide a connection point for third party developments to connect into the transmission network in the High Marnham area. A planning application will be submitted to Bassetlaw District Council for the new High Marnham substation in 2025.

However while the new substation at High Marnham did not form part of our proposals for the Project during our stage one non-statutory consultation, we have made the decision to include this substation (and the new substation at Birkhill Wood) within our sstatutory consultation for the Project. This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national transmission network. 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 does not change our intention to continue to progress with the separate planning applications for each substation, and it does not affect our continuing discussions and negotiations with relevant landowners and interested parties. We are committed to, and fully intend to pursue and deliver, the substations pursuant to those permissions and land agreements. Further detail on the substation proposals will be presented as part of our statutory consultation.

Severn Trent - Summary of Consultation Feedback Response

- National Grid need to undertake further assessments to determine position, depth and size of Serven Trent assets.
- Conditions and precautions need to be taken when working adjacent to Severn Trent Water's apparatus.
- Considerations that need to be taken during construction so that their assets aren't damaged.

National Grid's Response to feedback received

Eastern corridor proposal

Further technical and environmental assessment work, together with feedback from both the stage one non-statutory consultation and the localised non-statutory consultation has informed a Project decision to route within the western corridor between South Wheatley and High Marnham, see Section 15.2 for further justification. Our overall decision on the preferred alignment is presented within Chapter 5 the Design Development Report (DDR) 2025 during our statutory consultation.

Water Supply Assets

National Grid will continue to engage with Severn Trent Water as survey works progress to understand how our proposals interact with Severn Trent Water's assets.

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