The Great Grid Upgrade

North Humber to High Marnham

NHHM-NG-CNS-REP-0048

North Humber to High Marnham

Volume 5: Reports and Statements

Document 5.8.29 Statement of Common Ground - Headon Airfield

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

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

nationalgrid

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1. Purpose of the Statement of Common Ground

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

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

1.1.3 This SoCG is structured as follows:

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

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

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

2. Project Description

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

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

2.1.3 The Project comprises:

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

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

3. Record of Engagement

3.1 Role of the Consultee in the process

3.1.1 Headon Airfield is located in the village of Headon in Nottinghamshire. It is also known as Headon Microflight Airstrip, that accommodates a flight training business. Headon Airfield is an unlicenced airfield with two grass runways at right angles to each other, one with a length of 385m, and the second with a length of 485m. Circuits are flown at both 800ft and 500ft from both runways. Headon Airfield was identified and included in the scope for assessment, with its runway end being located within approximately 1.2km of the Project's proposed overhead line alignment, recognising the potential for the proximity of the infrastructure to impact aircraft flight patterns and aerodrome operations. For the purposes of the Planning Act 2008, this Airfield is a non-statutory consultee.

3.1.2 The Overarching National Policy Statement for Energy (EN-1) has effect for the decisions by the Secretary of State on applications for energy developments that are nationally significant under the Planning Act 2008. Amongst other impacts, it recognises that all aerodromes can be affected by new energy development and the need, therefore, for NSIPs to be developed collaboratively alongside aerodromes so that safety, operations and capabilities are not adversely affected. EN-1 states that it is essential for aerodrome operators to work collaboratively with energy infrastructure developers essential for net zero, recognising the need for the important economic and social benefits of aerodromes to be balanced with the urgent need for new energy developments which bring about a wide range of social, economic and environmental benefits. EN-1 places a requirement on DCO applicants to consult with any aerodrome likely to be affected by the proposed development in preparing an assessment of the proposal on aviation interests.

3.1.3 A localised non-statutory consultation was held for four weeks, between 9 July 2024 and 6 August 2024. That consultation introduced a potential alternative corridor for routeing and sought the views of the public and relevant stakeholders, including Headon Airfield. This Airfield did not submit a response to this consultation.

3.1.4 Statutory consultation was held for a period of eight weeks from 18 February 2025 to 15 April 2025. That consultation provided an opportunity to see how the proposals had developed, how previous feedback had been considered and sought the views of the public and stakeholders on the updated proposals. Headon Airfield provided written feedback to the proposal as well as a response to this consultation through project meetings.

3.2 Summary of pre-application discussions

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

Table 3.1 – Summary of Engagement between National Grid and Headon Airfield

Date	Format	Topic	Description
18/07/2023	Meeting	**Initial project meeting**	Meeting to introduce the project with several aerodromes located in proximity to the project.
09/07/2024	Letter	**Non-Statutory consultation**	Notification about the localised non-statutory consultation and invitation to provide feedback.
21/02/2025	Email	**Statutory consultation**	Notification about the statutory consultation and invitation to discuss the proposal in a meeting.
27/02/2025	Meeting	**Project overview**	Joint meeting with Forwood Farm Airfield, Headon Airfield, Grove Farm Airfield, Darlton Gliding Club and the General Aviation Awareness Council to discuss the project and key concerns.
22/05/2025	Email	**Request for flight circuit information**	National Grid requested flight circuit details to input into the Aviation Assessment. Requested any information that is provided to pilots such as minimum heights prior to turning on to the crosswind leg after take-off, and typical heights of the start and end of each leg of the circuit.
24/09/2025	Meeting	**Onsite meeting**	National Grid visited the airstrip to provide an update on project design, assessment methodology and discuss flight operations with owner and pilots.
15/09/2026	Meeting	**Onsite meeting**	National Grid visited the airstrip to provide an update on project design and to discuss the Statement of Common Ground.

4. Matters Agreed or Under Discussion

4.1 Overview

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

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

Table 4.1 – Agreement Status

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

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

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
HA-01	Impact Assessment Methodology and Key Assumptions	To assess the Project's impact on aviation receptors, a methodology has been developed to undertake site-specific assessments for airfields in proximity to the proposed overhead line) alignment. The primary aim is to evaluate the potential risk of conflict between aircraft operations and the proposed overhead line infrastructure, with particular focus on the take-off and approach paths, where aircraft activity and collision risk are greatest. This is set out in **Application Document 5.9 Design Development Report.** The assessment is based on the development of Obstacle Limitation Surfaces (OLS) for each airfield in accordance with CAA CAP 793 'Safe Operating Practices at Unlicensed Aerodromes'. The proposed overhead line has been modelled within a 3D digital environment and assessed against the OLS to identify any infringements. In parallel, typical flight circuit patterns have been modelled in 3D (using AutoCAD), based on operator-provided information where available, otherwise a standard circuit pattern was used. The circuit modelling assumes use of the full runway length, with aircraft climbing at a	Headon Airfield is content with the methodology as articulated by National Grid.	05/10/2026	Agreed

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		constant rate to a circuit height of 500ft above ground level for low level circuit training and 800 ft above ground level for standard circuits, by the time it turns onto the downwind leg. It would then maintain this height before descending continuously from base leg to touchdown. To reflect operational variability, defined limits of vertical deviation have been applied based on the UK CAA PPL (Private Pilots Licence) test requirement for pilots to fly within 100ft of their target altitude. Therefore, a 100ft vertical deviation was applied to the circuit. In order to model the most restrictive case the -100ft deviation was used in the assessment. A horizontal deviation limits were based on the same CAA PPL test requirement for pilots to fly within 10° of their target heading/track, the maximum distance off-track was calculated based on the lateral deviation caused by a 10° variation to heading whilst flying the downwind leg. The only exception to this was on the take off and final approach legs where the limit of deviation was aligned with the runway's transitional surface. The proposed overhead line was then modelled in a 3D digital environment and assessed against the circuit pattern to			

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		identify the separation between the proposed obstacles and the limits of deviation of the circuit pattern. The pylon towers could be located laterally within a 100m wide corridor. For the purposes of the assessment the pylons have been located to position them as close to the circuit pattern as possible whilst still remaining within this 100m corridor to reflect the worst-case scenario for pylon location in relation to the circuit pattern. In the absence of defined regulatory separation minima during take-off and landing, a 500 ft clearance (as referenced in Article 94 of the Air Navigation Order 2016 for general flight) has been applied as a comparative benchmark for assessing potential conflict outside active climb and descent. Overall risk is determined by considering both OLS infringement and the proximity of proposed obstacles to the airfield's circuit pattern: High risk: Overhead line infringes the OLS and provides less than 500 ft clearance to aircraft within the circuit. Medium risk: Overhead line infringes the OLS but provides greater than 500 ft clearance.			

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		Low risk: Overhead line does not infringe the OLS and provides greater than 500 ft clearance.			
HA-02	Proposed Project Alignment	The Proposed overhead line is located to the east of Headon Airfield. During meetings held in 2025, the owner of Headon Airfield requested the re-alignment of the proposed Project based on the 2024 Localised Consultation graduated swathe which amended the routing of the overhead line to an 'eastern corridor' for the section of the route between South Wheatley and High Marnham. This would route the overhead line to the north and east of North Leverton, east of Rampton and west of Dunham-on Trent and Laneham to the proposed substation at High Marnham. This alternative route option was discounted ahead of the 2025 statutory consultation as for the reasons set out in the Design Development Report (2025) with the overhead line alignment within the 'western corridor' advanced. The alternative overhead line alignment submitted in response to the Project's Statutory Consultation by the airfield owner between pylons 4AF229 and 4AF248 was assessed by the Project but could not be	As put forward in meetings in 2025, Headon Airfield does not agree with the alignment of the pylons that conflict with our circuits near pylons 236, 237 and 238. There is a high risk of collision with these pylons. Circuit heights will be increased to reduce this risk on the downwind but during the descent on base leg there is an increasing risk which cannot be avoided.	05/10/2026	Under discussion

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		accommodated due to constraints along the suggested alternative. Assessment of alternative routes following feedback from the aerodrome is considered in **Application Document 5.9 Design Development Report.**			
HA-03	Impact Assessment Conclusions	The assessment undertaken by National Grid identifies that the following pylons could be sited within 500ft of the circuits flown at Headon Airfield dependant on the circuit flown: • 4AF235, 4AF236, 4AF237 and 4AF238 (500ft circuit runway 05/23) • 4AF236, 4AF237 and 4AF238 (500ft circuit runway 14/32) • 4AF235 (800ft circuit runway 05/23) • 4AF238 (800ft circuit runway 14/32) These pylons are therefore at high risk of conflict.	A 1000 ft circuit will be adopted. Pylons 235 and 239 would be considered as low risk. Headon Airfield consider pylons 236, 237 and 238 are high risk.	05/10/2026	Under discussion
HA-04	Mitigation Measures	Headon Airfield should consider reasonable and achievable operational procedure changes to address any residual risks not already discussed with Headon Airfield. National Grid is willing to support this consideration as necessary.	Headon Airfield is content with the position as articulated by National Grid. Headon Airfield stated to National Grid at the meeting held 24/09/2025 that the airfield will continue to operate with the proposed overhead line. Mitigation	05/10/2026	Under discussion

ID	Matter	**Agreed Position** (working towards)	**Headon Airfield Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		In this instance it is advised that the airfield operator should discontinue flying low level training circuits and increase the standard circuit height to 1000ft. National Grid understand that 500 ft training circuits can be flown at alternative locations. Alternatively the airfield owner should re-orientate flight circuits to the west of the airfield, therefore flying a left-hand circuit on runways 05 and 32, and a right-hand circuit on runways 23 and 14. National Grid should ensure that the Civil Aviation Authority are informed of any new obstacles, both temporary and permanent, so that they can be included on aeronautical charts and promulgated via Notices to Airmen (NOTAM). This also applies to temporary construction equipment such as cranes. The airfield operator should ensure that visiting pilots are made aware of the presence of obstacles when requesting prior permission to land and should ensure that general aviation flight guides are updated to reflect new obstacles and operational procedures.	measures will be adopted to keep pilots safe and acknowledge the risk to student pilots. Circuit height will be amended to 1000 ft to reduce the risk but Pylons 236, 237 and 238 are high risk due to an essential descent on base leg. Circuits to the west are not practical due to noise and overflying problems with the village and potential conflict with Gamston ATZ. Especially when Gamston are using their 14/32 runway. Risks would be reduced if the pylons were lit as discussed, and if the routing could be as far East as the corridor permits.		

5. Matters Not Agreed

5.1 Overview

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

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

6. Confirmation of Agreement

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

Signed for and on behalf of National Grid:

……

Date:

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Signed for and on behalf of Headon Airfield:

……

Date:

……

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