The Great Grid Upgrade

North Humber to High Marnham

NHHM-NG-CNS-REP-0027

North Humber to High Marnham

Volume 5: Reports and Statements

Document 5.8.10 Statement of Common Ground - Associated British Ports

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 / 'the Applicant') and Associated British Ports (ABP) 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 ABP.

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 ABP 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 ABP is the statutory and competent harbour authority for the Humber Estuary and its tidal rivers, including the tidal section of the River Ouse. Within this area, ABP is responsible for the management of navigation and associated operations, including the maintenance of safe navigational conditions.

3.1.2 ABP is a prescribed consultee under Section 42 of the Planning Act 2008, and therefore National Grid must consult with ABP before submitting the Application.

3.1.3 The Project includes proposals to construct and operate a new 400kV overhead line (Route code: 4AF) over the River Ouse, near Ousefleet and to the west of the confluence of the Humber Estuary (where the tidal rivers Ouse and Trent meet). This will include construction of two river crossing pylons either side of the River Ouse and installation of conductors over the river, which will be suspended on the river crossing pylons by means of insulator sets. The crossing section is located at a part of the River Ouse that is tidal and navigable.

3.1.4 The Application will contain provisions that would authorise National Grid to interfere with navigation on the River Ouse, which is within ABP's area of jurisdiction as statutory and competent harbour authority.

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

3.1.6 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. ABP submitted a response to this consultation.

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 ABP

Table 3.1 – Summary of Engagement between National Grid and ABP

Date	Format	Topic	Description
09/08/2022	Meeting	**Introductory Meeting**	Introductory meeting held to provide overview of the Project and interactions with ABP and River Ouse. National Grid explained the requirement to cross either Humber or Ouse and the rationale behind the close parallel to existing National Grid 400kV

Date	Format	Topic	Description
			overhead line (OHL) to minimise environmental and landscape impacts. Existing National Grid 400kV 4ZQ OHL crossing discussed. Whilst the existing overhead line does not form part of the Project, it is located approximately 200m to the east of the proposed new 4AF route, crossing the River Ouse near Ousefleet. National Grid explained that during construction, management of river traffic, likely by means of temporary closure, would be required to ensure safety of river users. This is due to the need to install bonds/pilot wires and conductors over the river. For shorter crossings, National Grid can often use scaffolds, however due to the width of the river in this location a scaffold is not feasible. As such during stringing operations there is a risk, albeit low, that conductors or fittings could drop into the river. During the installation process the conductors will also be lower than once they are installed, tensioned and secured in place. National Grid asked about the current usage of Blacktoft Jetty. ABP advised that it is operational but only used for temporary mooring of vessels awaiting suitable tidal conditions to proceed upriver. There are no wharfage facilities, and the current jetty would not be structurally capable of use for the transhipment of cargo.
30/05/2023	Letter	**Notice of public non-statutory consultation**	National Grid issued an email containing a letter notifying ABP of the Project consultation process and content, including how to provide feedback as part of consultation.
04/09/2023	Meeting	**Meeting to provide overview of Project following non-statutory consultation**	Overview of Project proposals and consultation material provided by National Grid.
17/02/2025	Letter	**Notice of statutory consultation**	National Grid issued an email containing a letter notifying ABP of The Project consultation process and content, including how to provide feedback as part of consultation.

Date	Format	Topic	Description
04/04/2025	Email	**Reminder of statutory consultation**	National Grid issued email reminder of consultation process, feedback mechanisms and where consultation information could be located. Requested submission of consultation feedback by 15/04/2025.
14/04/2025	Email	**Statutory consultation – initial response**	ABP responded to National Grid email sent 04/04/2025 noting, '*ABP Humber would like to participate in any planned workshops as the nature of the proposed works will potentially impact the River Ouse commercial vessel* movements*, local businesses, as well as leisure users. ABP are the Statutory and Competent Harbour Authority for the River Ouse as far as 100m south of Skelton Bridge and the Port of Goole. We anticipate that the works will effect users within our jurisdiction and Navigational Risk Assessments may be required'*
18/07/2025	Meeting	**Meeting to discuss key matters following email correspondence on 14/04/2025**	Meeting held and overview provided of scheme design and indicative construction requirements. National Grid requested confirmation of conductor clearance requirements to River Ouse during operation phase of proposed new 4AF OHL route. ABP advised that National Grid should ensure that operational height of conductors should be no lower than that of existing 4ZQ OHL route in relation to the 4ZQ River Ouse crossing section. National Grid confirmed that current design assumption is 4AF route operational conductor height would be no lower than existing 4ZQ route for River Ouse crossing section. National Grid presented overview of construction process relative to the proposed 4AF route in relation to the River Ouse crossing and re-affirmed requirement for temporary closures during pilot wire and conductor installation process. Also provided indicative timescales for installation process, noting that final details would be subject to contractor working methodologies and environmental/stakeholder constraints. ABP noted that preference would be to time closures to coincide with periods of low river usage such as low tides. National Grid noted this and would look to do so where practicable, subject to programme requirements and other stakeholder/environmental constraints. Agreed that detailed programme would be produced in

Date	Format	Topic	Description
			construction phase and specific closures agreed then.
05/12/2025	Meeting	**Annual Humber Liaison Stakeholder Meeting**	National Grid attended meeting to provide key stakeholders with overview of the Project and notify of intended works relevant to the River Ouse and requirement for closures during construction phase.
26/01/2026	Letter	**Notice of Targeted PIL Consultation**	National Grid issued a letter to ABP making them aware of minor changes in the design of the Project and informing them of their subsequent inclusion in a targeted PIL consultation. ABP were not consulted in their capacity as the Statutory and Competent Harbour Authority for the River Ouse, but in their capacity as a Person with an Interest in Land. No response was received to this targeted consultation.
24/02/2026	Meeting	**Navigational Risk Assessment**	National Grid confirmed that a Navigational Risk Assessment is in the process of being produced and will be issued to ABP for review once drafted. National Grid discussed intention to issue draft land agreements to ABP for review in coming months.
13/05/2026	Meeting	**Navigational Risk Assessment**	Meeting held between National Grid and ABP to discuss the content of the Navigational Risk Assessment including discussions on potential hazards and associated mitigation measures

4. Matters Agreed or Under Discussion

4.1 Overview

4.1.1 This section details the matters relevant to ABP 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 ABP, 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 the Project

ID	Matter	**Agreed Position** (working towards)	**ABP Position** (including actions to be taken by National Grid)	**Date** (last discussed or agreed)	**Status**
ABP-01	Temporary closures of River Ouse required during installation of pilot wires and conductors/fittings to ensure safety of potential commercial and leisure river traffic	Agreed that temporary closures of the River will be required during pilot wire and conductor/fitting installation phase to ensure safety of river traffic. National Grid (likely via contractors) to provide appropriate safety boats to monitor potential unregulated river traffic during temporary closures. ABP to ensure that closures are communicated to relevant regulated river stakeholders/users. Indicative closure durations discussed with ABP, however final closure methodology and durations will be subject to contractor working methodologies, which will be produced post-consent during the construction phase. Specific closure arrangements and dates to be agreed in construction phase, subject to DCO approval. Notice period for temporary closures to be discussed.	Further discussion is required on methodology, durations and the mitigation. To ensure safety of navigation and as not to impact commercial vessel traffic, flexible working requirements will be needed around the tidal periods. Temporary restrictions to all vessel movements may be required and will be managed by ABP, but ABP does not consider that full “river closure” will be required. No works should be taken without permission from ABP.	13/05/2026	Under Discussion
ABP-02	4AF OHL route conductor operational clearance to River Ouse	ABP confirmed that operational conductor clearance for proposed 4AF OHL should be no lower than existing 4ZQ OHL conductor clearance.	Agreed, the height of proposed lines should be at or above the height of the existing lines.	13/05/2026	Agreed

ID	Matter	**Agreed Position** (working towards)	**ABP Position** (including actions to be taken by National Grid)	**Date** (last discussed or agreed)	**Status**
		National Grid have confirmed that the proposed design meets this criteria and indicative conductor clearances will be shown on the 'Indicative Overhead Line Profile' drawings, which will be submitted as part of the Application.			
ABP-03	Navigational Risk Assessment	National Grid to produce and submit Navigational Risk Assessment to ABP for review. Risk to navigation not considered significant based on proposed mitigation measures	ABP agree with the comments subject to review of the final methodology and will require completion of a Harbour Works Consent to approve the works.	13/05/2026	Under Discussion

5. Matters Not Agreed

This section details the matters relevant to ABP 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 ABP on the date specified below.

Signed for and on behalf of National Grid:

……

Date:

……

Signed for and on behalf of ABP

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Date:

……

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