The Great Grid Upgrade

North Humber to High Marnham

NHHM-NG-CNS-REP-0044

North Humber to High Marnham

Volume 5: Reports and Statements

Document 5.8.26 Statement of Common Ground - Darlton Gliding Club

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation NHHM-NG-CNS-REP-0044

nationalgrid

Contents

1. Purpose of the Statement of Common Ground 1

2. Project Description 2

3. Record of Engagement 3

3.1 Role of the Consultee in the process 3

3.2 Summary of engagement 4

4. Matters Agreed or Under Discussion 6

4.1 Overview 6

5. Matters Not Agreed 13

5.1 Overview 13

6. Confirmation of Agreement 14

Table 3.1 – Summary of Engagement between National Grid and Darlton Gliding Club 4
Table 4.1 – Agreement Status 6
Table 4.2 – Matters Agreed or Under Discussion in Relation to the Principles of the Project 7

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 Darlton Gliding Club 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 Darlton Gliding Club.

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 Darlton Gliding Club 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 Darlton Gliding Club (DGC) is located approximately 1km to the southwest of Darlton village in Nottinghamshire. DGC is an unlicensed aerodrome with a single 1,174m long grass runway. It is a relatively active aerodrome with around 3,000 glider launches per year. These are predominantly winch launches but occasionally they do have visiting tugs (powered aircraft) which provide aerotow launches. Motor gliders and single engine piston fixed wing aircraft also visit occasionally.

3.1.2 DGC was identified and included in the scope for assessment, with its runway end being located within approximately 1.75km 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 aerodrome is a non-statutory consultee.

3.1.3 The Overarching National Policy Statement for Energy (EN-1) has effect in relation to the decisions made by the Secretary of State on applications for energy developments that are nationally significant under the Planning Act 2008. Amongst other impacts, EN-1 recognises that all aerodromes can be affected by new energy development and the need, therefore, for Nationally Significant Infrastructure Projects 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.

3.1.4 A period of non-statutory consultation was held for eight weeks, between 1 June 2023 and 27 July 2023. A submission was sent on behalf of DGC by the General Aviation Awareness Council (GAAC). Feedback was also provided to National Grid at a meeting held during the non-statutory consultation period. DGC did not submit a response to the Planning Inspectorate following the Applicant's request for a scoping opinion in August 2023.

3.1.5 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.

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. DGC provided an informal response to this consultation through Project meetings.

3.2 Summary of engagement

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

Table 3.1 – Summary of Engagement between National Grid and Darlton Gliding Club

Date	Format	Topic	Description
01/06/2023	Letter	**Non-statutory consultation**	Notification of the commencement of non-statutory consultation and invitation to provide feedback.
18/07/2023	Meeting	**Project introduction**	Project meeting with several aerodromes located in the Project area on the early design.
09/07/2024	Letter	**Localised non-statutory consultation**	Notification of the commencement of a localised non-statutory consultation and invitation to provide feedback.
21/02/2025	Email	**Statutory consultation invitation and meeting request**	Notification of the commencement of statutory consultation and a request to meet with DGC to discuss the Project and any key concerns, with support from aviation specialists to respond to technical queries.
27/02/2025	Meeting	**Project overview**	Joint meeting with Forwood Farm Airfield, Headon Airfield, Grove Farm Airfield, Headon Airfield, Darlton Gliding Club and the General Aviation Awareness Council to discuss Project overview and key concerns.
22/05/2025	Email	**Request for flight circuit information**	National Grid requested flight circuit details to input into the Aviation Assessment. This included a request for 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.
01/09/2025	Phone call	**Project update**	Phone call to discuss Project progression and impacts
23/09/2025	Meeting	**Project meeting and mitigation options**	Project update to discuss current Project alignment and assessment methodology
25/09/2025	Email	**Information request**	National Grid emailed requesting information on operations undertaken at Darlton Gliding Club to help assess the impacts of the Project.

Date	Format	Topic	Description
10/10/2025	Email	**Circuit pattern proposal**	National Grid shared an abbreviated aero-tow circuit with Darlton Gliding Club for them to provide National Grid with comments.
21/10/2025	Phone call	**Phone call to discuss key concerns and alternatives**	Phone call with DGC to discuss key concerns and alternatives.
15/09/2026	Meeting	**Onsite meeting**	Meeting with aerodrome operator to discuss updates to the Project, amended aero-tow circuit and Statement of Common Ground.

4. Matters Agreed or Under Discussion

4.1 Overview

4.1.1 This section details the matters relevant to Darlton Gliding Club 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 Darlton Gliding Club, 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 Principles of the Project

ID	**Matter**	**Agreed Position** (working towards)	**Darlton Gliding Club (DGC) Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
DGC-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.	DGC is content with the methodology used as articulated by National Grid.	01/10/2026	Agreed

ID	Matter	**Agreed Position** (working towards)	**Darlton Gliding Club (DGC) Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		The circuit modelling assumes use of the full runway length, with powered aircraft climbing at a constant rate to a circuit height of 800 ft above ground level by the time it turns onto the downwind leg. It would then maintain this height before descending continuously from base leg to touchdown. National Grid is also aware that, due to the gliding activity at the site, powered aircraft are typically aerotow tugs that will continue to climb straight ahead with a glider under tow. Once the glider has been released the powered aircraft would turn back to the airfield and join the circuit to land. To reflect operational variability, defined limits of vertical deviation have been applied based on the UK CAA PPL (Private Pilot 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. 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			

ID	Matter	**Agreed Position** (working towards)	**Darlton Gliding Club (DGC) Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		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 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 towers 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 (ANO) 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:			

ID	Matter	Agreed Position (working towards)	Darlton Gliding Club (DGC) Position (including actions to be taken by National Grid)	Date (last discussed / date agreed)	Status
		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. Low risk: Overhead line does not infringe the OLS and provides greater than 500 ft clearance.			
DGC-02	Proposed Project Alignment	The Proposed overhead line is located approximately 2 km from DGC. During meetings held in 2025, DGC requested the re-alignment of the proposed Project based on the 2024 localised non-statutory 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 for the reasons set out in the Design Development Report (2025) with the overhead line alignment within the 'western corridor' advanced.	DGC still request that the easterly corridor be used.	01/10/2026	Under discussion

ID	Matter	**Agreed Position** (working towards)	**Darlton Gliding Club (DGC) Position** (including actions to be taken by National Grid)	**Date** (last discussed / date agreed)	**Status**
		Assessment of alternative routes following feedback from the aerodrome is considered in **Application Document 5.9 Design Development Report.**			
DGC-03	Impact Assessment Conclusions	The assessment undertaken by National Grid identifies that pylons 4AF243, 4AF244, 4AF245, 4AF246, 4AF247 and 4AF248 could be sited within 500ft of powered aircraft circuits flown at DGC, including aero-tow, and are at high risk of conflict. The location of the proposed pylons is such that safe modifications to the circuit are considered to be possible for powered aircraft when operating on Runway 23, which due to the prevailing south westerly wind would be the most frequently used runway for aero-tow launches. This modification would allow powered aircraft to operate from Runway 23 by flying a northerly circuit (i.e. a right hand circuit). The circuit would consist of an abbreviated downwind leg and final approach to enable sufficient clearance to the overhead line and pylons. Powered aircraft circuits from Runway 05 would not be possible.	DGC cannot accept not being able to aerotow or fly powered aircraft from 05 as this is approximately one third of our tows and powered take-offs and will have financial impact on the club. DGC do not agree with National Grid stipulating that DGC cannot aerotow or use powered aircraft on runway 05. This will have financial consequences for the club.	01/10/2026	Under discussion

ID	Matter	Agreed Position (working towards)	Darlton Gliding Club (DGC) Position (including actions to be taken by National Grid)	Date (last discussed / date agreed)	Status
DGC-04	Impact Assessment Conclusions	The assessment undertaken by National Grid identifies that gliding activity using winch launches can continue to operate from the site following construction of the overhead line.	Final glide, competitions and land outs by gliders from other clubs could be affected.	01/10/2026	
DGC-05	Mitigation	DGC may wish to consider reasonable and achievable operational procedure changes to address any residual risks. National Grid is willing to support this consideration as necessary. 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.	DGC is unable to advise glider pilots who need to land out about the pylons as these are ad-hoc landings not pre-planned in advance. We can advise when a power pilot is seeking PPR	01/10/2026	Under discussion

5. Matters Not Agreed

5.1 Overview

5.1.1 This section details the matters relevant to Darlton Gliding Club 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 Darlton Gliding Club on the date specified below.

Signed for and on behalf of National Grid:

……..……

Date:

……..……

Signed for and on behalf of Darlton Gliding Club:

……..……

Date:

……..……

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com