



SCOPING OPINION:

Proposed Chesterfield to Willington

Case Reference: EN0210001

Adopted by the Planning Inspectorate (on behalf of the Secretary of State)
pursuant to Regulation 10 of The Infrastructure Planning (Environmental
Impact Assessment) Regulations 2017

11 December 2024



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1. INTRODUCTION

- 1.0.1 On 01 November 2024, the Planning Inspectorate (the Inspectorate) received an application for a Scoping Opinion from National Grid Electricity Transmission plc (NGET) (the Applicant) under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) for the proposed Chesterfield to Willington (the Proposed Development). The Applicant notified the Secretary of State (SoS) under Regulation 8(1)(b) of those regulations that they propose to provide an Environmental Statement (ES) in respect of the Proposed Development and by virtue of Regulation 6(2)(a), the Proposed Development is 'EIA development'.
- 1.0.2 The Applicant provided the necessary information to inform a request under EIA Regulation 10(3) in the form of a Scoping Report, available from:
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0210001/documents>
- 1.0.3 This document is the Scoping Opinion (the Opinion) adopted by the Inspectorate on behalf of the SoS. This Opinion is made on the basis of the information provided in the Scoping Report, reflecting the Proposed Development as currently described by the Applicant. This Opinion should be read in conjunction with the Applicant's Scoping Report.
- 1.0.4 The Inspectorate has set out in the following sections of this Opinion where it has / has not agreed to scope out certain aspects / matters on the basis of the information provided as part of the Scoping Report. The Inspectorate is content that the receipt of this Scoping Opinion should not prevent the Applicant from subsequently agreeing with the relevant consultation bodies to scope such aspects / matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the aspects / matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.
- 1.0.5 Before adopting this Opinion, the Inspectorate has consulted the 'consultation bodies' listed in Appendix 1 in accordance with EIA Regulation 10(6). A list of those consultation bodies who replied within the statutory timeframe (along with copies of their comments) is provided in Appendix 2. These comments have been taken into account in the preparation of this Opinion.
- 1.0.6 The Inspectorate has published a series of advice pages, including [Advice Note 7: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping \(AN7\)](#). AN7 and its annexes provide guidance on EIA processes during the pre-application stages and advice to support applicants in the preparation of their ES.
- 1.0.7 Applicants should have particular regard to the standing advice in AN7, alongside other advice notes on the Planning Act 2008 (PA2008) process, available from:

<https://www.gov.uk/government/collections/national-infrastructure-planning-advice-notes>

- 1.0.8 This Opinion should not be construed as implying that the Inspectorate agrees with the information or comments provided by the Applicant in their request for an opinion from the Inspectorate. In particular, comments from the Inspectorate in this Opinion are without prejudice to any later decisions taken (e.g. on formal submission of the application) that any development identified by the Applicant is necessarily to be treated as part of a Nationally Significant Infrastructure Project (NSIP) or Associated Development or development that does not require development consent.

2. OVERARCHING COMMENTS

2.1 Description of the Proposed Development

ID	Ref	Description	Inspectorate's comments
21.1	Table 4.1	Flexibility – pylons	<p>The Scoping Report refers to the potential use of alternative pylon designs (T pylons/ low height steel lattice pylons) as an embedded design measure. The pylon design(s) should be confirmed in the ES and committed to through the draft Development Consent Order (dDCO).</p> <p>The ES should provide dimensions of the pylons to be constructed. This should include maximum heights and widths of the steel work itself, along with details of the foundations that would be required at each pylon location. The ES should state whether the heights of structures are above Ordnance Datum (AOD), or above ground level. Terminology should be consistent throughout the ES and should correspond with any heights detailed within the dDCO and corresponding plans.</p> <p>The Inspectorate acknowledges that some flexibility may be required for micro-siting of pylons but would expect the proposed locations to be identified within the ES along with any Limits of Deviation (LoD) required (both laterally and vertically, i.e. in terms of the depths of foundations).</p>
212	Paras 4.5.3 – 4.5.4	Construction compounds	<p>The ES should provide details regarding the number, location and dimensions of all construction compounds and access routes. The Applicant should make effort to locate the compounds where existing access to the construction site is available to reduce the need for new accesses and the resultant impacts.</p>
213	Paras 4.5.13 – 4.5.19	Access tracks and pylon working areas	<p>The locations and types of access tracks (including culverts/temporary bridges) and pylon working areas should be identified within the ES.</p> <p>The ES should confirm whether any access tracks would be left in situ for maintenance activities, and if so, identify their locations. Proposed finished levels of any permanent access roads AOD should be identified within the ES (along with any necessary LoDs).</p>

ID	Ref	Description	Inspectorate's comments
214	Para 5.4.7	Vegetation clearance	<p>The ES should identify where vegetation clearance is required, including the felling of trees. The Inspectorate acknowledges that some flexibility may be required for micro-siting of pylons but would expect the ES to provide clarity on the maximum extent of tree loss and to demonstrate that the design has sought to avoid or minimise loss of high-grade trees.</p> <p>Should any pockets of existing vegetation be relied upon to screen any parts of the Proposed Development, the Inspectorate expects their retention to be demonstrably secured.</p>
215	Para 5.6.3	LoDs	<p>The Inspectorate acknowledges the need for the proposed LoDs. These should be clearly detailed within the ES. All surveys and assessments should be of sufficient spatial scale to incorporate any LoD for all elements of the Proposed Development.</p>
216	n/a	Landscaping	<p>The ES should identify all proposed landscaping and confirm whether any is relied upon to mitigate potentially significant landscape and/or visual effects.</p> <p>The Applicant should seek to agree the location and types of planting with relevant consultation bodies. The ES should explain and justify the assumptions made in respect of the growth rates of planting proposed to mitigation effects.</p>
217	n/a	Employment	<p>The ES should set out the expected number and nature of employment opportunities during each phase of the Proposed Development. This should be described in the context of the workforce availability in the area at a time. The ES should detail how any mismatch between supply and demand would be addressed and consider the origins of its workforce in all relevant aspect assessments (notably socio-economics and traffic and transport). All assumptions made in this regard should be set out in the ES.</p>
218	n/a	Lighting	<p>The proposed lighting for all phases of the Proposed Development should be described within the ES.</p>

ID	Ref	Description	Inspectorate's comments
21.9	n/a	Working hours	The ES should provide details of the anticipated construction working hours upon which the assessment of likely significant effects has been based (including any night-time working required). This should be consistent with the working hours specified in the dDCO.
21.10	n/a	Residues and emissions	The ES should provide an estimate, by type and quantity, of anticipated residues and emissions resulting from construction and operation of the Proposed Development, as required by Schedule 4(1)(d) of the EIA Regulations 2017.

2.2 EIA Methodology and Scope of Assessment

ID	Ref	Description	Inspectorate's comments
221	Para 5.7.6	Temporal scope	<p>The Scoping Report proposes to assess effects during the phase within which the impact arises eg the impacts of vegetation clearance which would first arise and therefore be assessed during the construction phase.</p> <p>The Applicant should ensure that assessing such impacts solely during the construction phase does not underplay the potential duration and consequently, the significance of effect.</p> <p>The ES should clearly differentiate between habitat and agricultural land to be lost temporarily (ie to be reinstated) and that to be permanently lost.</p>
222	Sections 5.11 and 5.12	Forecasting methods or evidence	<p>The criteria used to define sensitivity in Table 5.2 uses different terminology to that in Table 5.3 (ie small rather than low). To avoid confusion, the Applicant should ensure that consistent terminology is used throughout the ES.</p>
223	Table 5.3	Significance of effect	<p>Table 5.3 indicates that two levels of significance are possible as a result of certain combinations of impact magnitude and receptor sensitivity (eg small magnitude of impact and very high receptor sensitivity). In these cases, the ES should clearly detail how the final level of significance has been determined and provide justification for not adopting the worst case level of significance from the options available.</p> <p>Where professional judgement is used to determine whether an identified effect is significant or not significant, this decision should be supported by clear reasons and evidence and make reference to any relevant guidance.</p>
224	Para 5.13.24	Cumulative effects - temporal scope	<p>The ES should clearly define the circumstances under which operational effects would be scoped in to or out of the cumulative effects assessment.</p>
225	Table 12.2	Impacts on aerodromes	<p>Table 12.2 includes details of engagement with the Civil Aviation Authority and identifies two nearby aerodromes. The Scoping Report does not address impacts on aerodromes.</p>

ID	Ref	Description	Inspectorate's comments
			<p>For the avoidance of doubt, the ES should assess any likely significant effects on these aerodromes or provide evidence of agreement with relevant consultation bodies that significant effects are not likely.</p> <p>Similarly, the Ministry of Defence has identified that the scoping area occupies the military Low Flying Area 8 in which military low flying training activities are conducted. The implications to military low flying training activities should be assessed within the ES, where significant effects are likely.</p>
226	n/a	Impacts on third party assets	<p>The Applicant's attention is drawn to the comments of the Canal and River Trust. The ES should provide justification / evidence to demonstrate that the structure of the Trent And Mersey Canal would not be impacted or include an assessment where significant effects are likely.</p>
227	n/a	Land access	<p>The Inspectorate acknowledges the large scale of the Proposed Development and the high level of survey effort that will be required to characterise the baseline environment. Should any parts of the study area not be accessible for surveys, the ES should identify such limitations and detail the assumptions made in the assessments</p>
228	n/a	Transboundary	<p>Any likely significant transboundary effects should be assessed within the ES.</p> <p>Following the adoption of this Scoping Opinion, the Inspectorate will undertake a transboundary screening, on behalf of the Secretary of State, under Regulation 32 of the 2017 EIA Regulations. The Secretary of State's duty under Regulation 32 continues throughout the application process.</p>

3. ENVIRONMENTAL ASPECT COMMENTS

3.0 Aspects to be scoped out as a whole

(Scoping Report Chapter 5)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
301	Para 4.8.2 and Section 5.7	Decommissioning	<p>The Scoping Report states that the expected life span of the Proposed Development is approximately 80 years. It notes that at the time that decommissioning would take place, the regulatory framework, good industry practices and the future baseline could have altered. At decommissioning, the Applicant would consider and implement an appropriate decommissioning strategy taking account of good industry practice, its obligations to landowners under the relevant agreements and all relevant statutory requirements at that point in time.</p> <p>The Inspectorate agrees that decommissioning can be scoped out of the ES on the basis that the ES would include a high-level description of likely methods for decommissioning and summarise potential effects from decommissioning for each environmental aspect within an appendix to the description of the Project chapter of the ES.</p>
302	Section 5.17	Major accidents and disasters	<p><u>Construction workers</u> – The Inspectorate agrees that construction workers, as a receptor, can be scoped out on the basis that existing legal protection would minimise risk from Major Events to a reasonable level and therefore significant effects are not likely.</p> <p><u>Major Events</u> – The Inspectorate agrees that earthquakes, volcanic activity, avalanches, tsunami, cyclones, hurricanes and typhoons can be excluded from the assessment due to the Proposed Development's geographic location.</p> <p><u>Table 5.9</u> – The Inspectorate agrees that significant effects are not likely as a result of the natural disasters and manmade/technological disasters detailed in Table 5.9 of the Scoping Report, with the exception of flood defence failure. These matters can be scoped out of the ES based on the reasoning set out in Table 5.9. With regards to flood defence</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			<p>failure, the Applicant is advised to discuss the approach further with the Environment Agency, and if the measures including the proposed buffers are not agreed to be adequate to avoid the potential for effects on flood defences then this matter should be scoped into the ES.</p> <p>The description of the Proposed Development in the ES should describe any standards/ measures and processes which would be relied on to exclude likely significant effects and explain how they would be secured and implemented as part of the Development Consent Order (DCO).</p>
303	Section 5.18	Climate change resilience	<p>The Inspectorate agrees that the potential impacts of current and future climate change are not likely to result in significant effects on the construction, operation, and maintenance of the Project. These matters can be scoped out of the ES based on the reasoning set out in Table 5.11.</p> <p>The description of the Proposed Development in the ES should however describe any standards/ measures and processes which would be relied on to exclude likely significant effects and explain how they would be secured and implemented as part of the DCO.</p>
304	Paragraph 5.19.5	Greenhouse gas (GHG) emissions	<p>The Scoping Report states that the Proposed Development's greenhouse gas emissions would not materially impact the UK Government's ability to meet its international commitments to Net Zero by 2050 mandated through the statutory carbon budgets, and that the Proposed Development would support the UK in delivering its net zero targets. The Applicant proposes to submit a GHG emissions quantification report in support of the DCO application. Subject to the GHG emissions quantification demonstrating that no significant effect would occur (with reference to the relevant guidance), and the incorporation of the embedded, good practice and additional mitigation measures detailed in paragraph 5.19.12, the Planning Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
305	Paragraphs 5.20.4 and 5.20.6	Materials and waste	<p>The Scoping Report states that information regarding materials would be included within the ES project description chapter. It confirms that the Applicant has existing processes in place to source and manage materials.</p> <p>A Site Waste Management Plan (SWMP) would also be produced prior to construction and individual aspect chapters would assess impacts from waste (where relevant) e.g. transport effects from the management of waste arisings, within ES Chapter 12: Traffic and Transport.</p> <p>On this basis, the Inspectorate is content that a standalone ES chapter covering material assets and waste is not required. The EIA Approach and Methodology ES chapter should provide clear cross referencing to where the relevant impacts are considered.</p>
306	n/a	Outline Code of Construction Practice (CoCP)	<p>The Scoping Report (eg Table 5.11) includes some incorrect references to commitments in the Initial Outline CoCP provided in Appendix 4A. The Inspectorate acknowledges the Initial Outline CoCP is currently in draft form, however the Applicant should ensure that all measures stated to be included within management documents are included where stated in the final application versions of the ES and Outline CoCP.</p>

3.1 Landscape and Visual

(Scoping Report Chapter 6)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
31.1	Table 6.9	Derwent Valley Mills World Heritage Site - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that intervening landform and vegetation are likely to combine to prevent widespread clear intervisibility between this area and as the designation is more heritage-related than landscape-related. The Applicant therefore proposes to address effects upon its outstanding universal value attributes in Chapter 8: Historic Environmental Assessment, rather than the LVIA (although consideration of the presence of the World Heritage Site, when making judgements upon the sensitivity of the Study Area's landscape character and visual amenity, will be made within the LVIA).</p> <p>However, the Inspectorate notes that this matter is also scoped out in the Historic Environment Chapter (Table 6.9 of the Scoping Report). As noted in ID 3.3.7 of this Scoping Opinion, the Inspectorate does not agree to scope this matter out.</p>
31.2	Table 6.9	Amber Valley Special Landscape Area (SLA) - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that the Scoping Boundary does not cross into any part of the Amber Valley Special Landscape Area; intervening landform and vegetation are likely to combine to prevent widespread clear intervisibility between this area and the Proposed Development; and as no landscape 'setting' to the designation (outside of its boundary) has been defined within the Amber Valley Local Plan or its associated evidence base documentation.</p> <p>Section 6.4 of the Scoping Report notes that significant LVIA effects are most likely within 5km of the Scoping Boundary. The Amber Valley SLA is located within 5km of the Scoping Boundary. In the absence of a Zone of Theoretical Visibility (ZTV), the Inspectorate does not agree that sufficient evidence has been provided at this stage to demonstrate that significant effects on the SLA are not likely. The ES should provide an assessment of effects on the SLA or provide evidence of agreement with relevant consultation bodies that significant effects are not likely.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
313	Table 6.9	West Yorkshire and Nottingham and Derby Green Belt - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that the Proposed Development would be located outside of the West Yorkshire Green Belt. With regard to the area of Nottingham and Derby Green Belt within the Scoping Boundary, the Applicant proposes that consideration of the extent to which the Proposed Development may conflict with the purposes of this part of the Green Belt would be provided within the Planning Statement and, where 'openness' is an aesthetic and perceptual aspect of any section's landscape character and visual amenity, this would be considered as part of the LVIA.</p> <p>The Inspectorate is content with this approach on the basis that any affected areas of Green Belt are considered and assessed appropriately within the forthcoming LVIA, as described.</p>
314	Table 6.9	Receptors that lie outside the ZTV of the Project - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that significant effects on receptors outside the ZTV of the Project are considered unlikely.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
315	Table 6.9	Receptors beyond 5 km of the Scoping Boundary (with the exception of any very high sensitivity receptors up to 7.5km from the Scoping Boundary that are identified during the LVIA) - Construction	<p>The Applicant proposes to scope out this matter on the basis that, at the distances referenced, taking into account intervening landform, vegetation and built-form, significant effects on visual receptors that are not highly sensitive are considered unlikely beyond 5km.</p> <p>The Inspectorate agrees that significant effects are not likely beyond 5km (except for high sensitivity receptors) and that this matter can be scoped out of the ES. However, the Inspectorate considers that the identification of high sensitivity receptors should not be limited to within an arbitrary distance of 7.5km but should be informed by the ZTV. The Applicant should seek to agree the high sensitivity receptors which are the exception to the 5km study area with relevant consultation bodies.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		and Operation (including maintenance)	
31.6	Table 6.9	Road users - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that significant visual effects on people travelling by motorised vehicle are not anticipated due to the speed of travel, and the fact that there are no known promoted driving routes through the LVIA Study Area.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
31.7	Table 6.9	Rail users - Construction and Operation (including maintenance)	<p>The Applicant proposes to scope out this matter on the basis that significant visual effects on people travelling by train network are not anticipated due to the speed of travel, and the fact that the only railway line within the LVIA Study Area that is promoted as a scenic route (the Derwent Valley Line between Derby and Matlock) lies predominantly at the base of the river valley, with no anticipated intervisibility with the Project (approximately 1.5 -11 km away).</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
31.8	Table 6.9	Landscape and visual effect at night - Construction and Operation (including maintenance)	<p>The Scoping Report states that the Proposed Development is not likely to involve any permanent lighting during its operation, and that lighting used during the construction and maintenance would be temporary, directional only and minimised where possible. Commitments to low luminosity and directional lighting are included within the Initial Outline CoCP.</p> <p>Nevertheless, at this stage the Inspectorate does not consider that there is sufficient information regarding the siting of construction compounds and potential night-time construction works to be able to conclude that significant effects are not likely. Similarly, in the absence of confirmation that there would be no operational lighting at the substation, the Inspectorate does not agree this matter can be scoped out of the ES. The</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			ES should include an assessment of effects from lighting during the construction and operational phase, where significant effects are likely.

ID	Ref	Description	Inspectorate's comments
3.1.9	Tables 6.3 to 6.6	Magnitude of impact and receptor sensitivity	Tables 6.3 and 6.4 detail the 'higher' and 'lower' levels of susceptibility and value used to determine the sensitivity of landscape and visual receptors. Tables 6.5 and 6.6 detail the 'largest' and 'smallest' levels of factors used to determine impact magnitude. These tables imply that there is a sliding scale within which sensitivity of receptor and impact magnitude could lie. This differs from the commonly used approach of defining specific levels of receptor sensitivity and impact magnitude, as set out in Chapter 5 of the Scoping Report. The Applicant should ensure that in using its proposed approach, clear explanations and justifications are provided as to where on these scales the receptor sensitivity and impact magnitude lie. In the absence of this, it will be difficult to understand how significance of effect is determined in accordance with Plate 6.1.
3.1.10	n/a	Recreational receptors	The Proposed Development could cross the Trent and Mersey Canal (Figure 9.1) and other canals are in proximity, including Cromford Canal and Nottingham Canal. Consideration should be given to the potential for likely significant effects from the visual impact of cables from the canal network, including at crossing locations and where the landscape does not provide for easy visual mitigation of the works. Consideration should be given to the impacts of lighting near to the canal and waterway, including the potential for distracting boaters at dusk. The ES should identify any specific mitigation which may be required.

3.2 Ecology and Biodiversity

(Scoping Report Chapter 7)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
321	Table 7.11	River Mease Special Area of Conservation (SAC) – Operation (including maintenance)	The Applicant proposes to scope out this matter on the basis that there are no perceivable pathways to impact this statutory designated site during operation (including maintenance). The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
322	Table 7.11	South Pennine Moors SAC, Gang Mine SAC, Bees Nest & Green Clay Pits SAC and Birklands & Bilhaugh SAC – Construction and Operation (including maintenance)	The Scoping Report states that these SACs are designated for habitats mainly impacted by air pollution and/or changes in hydrological conditions. On the basis that they are located more than 7.5km from the Proposed Development and are not hydrologically connected, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
323	Table 7.11	Peak District Dales SAC - Construction and Operation (including maintenance)	The Peak District Dales SAC is located 8km from the Proposed Development and is designated for habitats and aquatic fauna. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
324	Table 7.11	Morley Brick Pits Site of Special Scientific Interest (SSSI) - Operation (including maintenance)	Morley Brick Pits SSSI is located within the Scoping Boundary, however the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
325	Table 7.11	Other national sites designated for biodiversity (14 SSSIs and one National Nature Reserve (NNR)) - Operation (including maintenance)	<p>The Inspectorate assumes the Applicant is referring to all SSSIs identified in Table 7.5 except Ogston Reservoir SSSI and Morley Brick Pits SSSI and Calke Park NNR.</p> <p>The Scoping Report states that these sites are located within 5km or have potential hydrological links to the Scoping Boundary; however, the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
326	Table 7.11	Aston Brickyard Plantation Local Nature Reserve (LNR), Williamthorpe LNR and Oakerthorpe LNR - Operation (including maintenance)	<p>These sites are located (or partially located) within the Scoping Boundary; however, the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
327	Table 7.11	Other Local sites designated for biodiversity (LNRs) - Operation (including maintenance)	<p>The Inspectorate assumes the Applicant is referring to the LNRs identified in Table 7.6 except Aston Brickyard Plantation LNR, Williamthorpe LNR and Oakerthorpe LNR.</p> <p>The Scoping Report states that these sites are located within 2km or have potential hydrological links to the Scoping Boundary; however, the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
328	Table 7.11	60 Local Wildlife Sites (LWSs), 21 potential LWSs and 3 Derbyshire Wildlife Trust (DWT) reserves within the Scoping Boundary -	<p>The Scoping Report states that these sites are located within 2km or have potential hydrological links to the Scoping Boundary; however, the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		Operation (including maintenance)	
329	Table 7.11	194 LWSs, 74 pLWSs and 9 DWT reserves outside the Scoping Boundary - Operation (including maintenance)	The Scoping Report states that these sites are located within 2km or have potential hydrological links to the Scoping Boundary; however, the Scoping Report concludes that there are no perceivable impact pathways during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3210	Table 7.11	Operational (including maintenance) effects on: <ul style="list-style-type: none"> • Ancient woodland; • Habitats of Principal Importance; • Hedgerows; • Trees; and • Vascular, non-vascular plants and fungi. 	The Scoping Report concludes that there are no perceivable impact pathways to these receptors during operation. The Inspectorate agrees that significant effects are not likely and that operational effects on these receptors can be scoped out of the ES.
3211	Table 7.11	Pine marten – Construction and Operation (including maintenance)	The Applicant considers pine marten to be largely absent from the Scoping Boundary, and, if any populations are present, that they are likely to be small and isolated. The Scoping Report concludes that there are no perceivable impact pathways during construction and operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3212	Table 7.11	Other notable mammals including SPI species: brown hare, hedgehog, and harvest mouse – Construction and Operation (including maintenance)	<p>The Scoping Report acknowledges the potential for notable mammals to be present within the Scoping Boundary. However, it considers that impacts are anticipated to be largely temporary and notes that habitats would be reinstated to equal or better condition. Provided the reinstatement of habitats can be demonstrably secured, the Inspectorate agrees that significant effects are not likely (with the exception of brown hare, as noted below) and that this matter can be scoped out of the ES.</p> <p>In respect of brown hare, the Inspectorate notes that impacts on brown hare from <i>“Increase in vehicles and new haul road resulting in an increased risk of collisions”</i> is scoped in at Table 7.8. The Inspectorate therefore expects an assessment of impacts on brown hare, as proposed.</p>

ID	Ref	Description	Inspectorate's comments
3213	Table 7.3 and para 7.7.9	Electromagnetic Fields (EMF)	The Scoping Report has identified the potential for underground cabling, and at present it is unknown where these would be located. Should underground cabling cross rivers, the potential for impacts from EMF on the migratory behaviour and egg/fry development of fish from the operation of buried cables should be assessed, where significant effects are likely.
3214	Paras 7.5.15 – 7.5.16	Ancient woodland	The Applicant should monitor the ongoing updates to the Ancient Woodland Inventory described by the Forestry Commission, in order to inform the environmental baseline.
3215	n/a	Confidential Annexes	Public bodies have a responsibility to avoid releasing environmental information that could bring about harm to sensitive or vulnerable ecological features. Specific survey and assessment data relating to the presence and locations of species such as badgers, rare birds and plants that could be subject to disturbance, damage, persecution, or commercial exploitation resulting from publication of the information, should be provided in the ES as a confidential annex. All other assessment information should be included in

ID	Ref	Description	Inspectorate's comments
			<p>an ES chapter, as normal, with a placeholder explaining that a confidential annex has been submitted to the Inspectorate and may be made available subject to request.</p>
3216		<p>Great crested newts (GCN) – District Level Licencing (DLL)</p>	<p>The Applicant states it will continue to engage with Natural England over the potential use of DLL for GCN.</p> <p>The Inspectorate understands that the DLL approach includes strategic area assessment and the identification of risk zones and strategic opportunity area maps. The ES should include information to demonstrate whether the Proposed Development is located within a risk zone for GCN. If the Applicant enters into the DLL scheme, NE will undertake an impact assessment and inform the Applicant whether their scheme is within one of the amber risk zones and therefore whether the Proposed Development is likely to have a significant effect on GCN. The outcome of this assessment will be documented on an Impact Assessment and Conservation Payment Certificate (IACPC). The IACPC can be used to provide additional detail to inform the findings in the ES, including information on the Proposed Development's impact on GCN and the appropriate compensation required.</p>

3.3 Historic Environment

(Scoping Report Chapter 8)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
331	Table 8.9	Physical impacts on designated archaeological remains – construction	<p>The Applicant proposes to scope out this matter on the basis that the Proposed Development has been developed and would continue to be developed, to avoid designated archaeological on Scheduled Monuments; therefore there is unlikely to be direct and indirect physical impacts on the designated assets within the Scoping Boundary.</p> <p>Provided that commitments to siting construction activities most likely to cause de-watering away from Scheduled Monuments are demonstrably secured (for example through the project description or through the CoCP), the Inspectorate is content to scope out this matter.</p>
332	Table 8.9	Physical impacts on designated and non-designated archaeological remains - operation	<p>The Applicant proposes to scope out this matter on the basis that no physical impacts on archaeological remains are likely to occur as a result of operational and maintenance activities. Any repairs and modifications of sub-surface features, such as pylon foundations and underground cables, would be localised in nature and likely limited to areas of ground previously disturbed by the Project.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
333	Table 8.9	Physical impacts to designated historic buildings - construction	<p>The Applicant proposes to scope out this matter on the basis that direct and indirect physical impacts on designated historic buildings are not anticipated during the construction phase.</p> <p>Paragraph 8.5.13 states that the locations of locally listed buildings has not been ascertained; therefore the proximity of all designated historic buildings to the Proposed Development are not currently known. As such, the Inspectorate does not consider sufficient justification has been provided at this stage to demonstrate that there would be</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			no indirect effects on designated historic buildings. The potential for indirect impacts on designated historic buildings should be further considered once the final route and siting of the substation is defined and any likely significant effects assessed within the ES. Alternatively, the ES should provide evidence of agreement with relevant consultation bodies that significant effects are not likely.
334	Table 8.9	Physical impacts to historic buildings and Conservation Areas - operation	<p>The Applicant proposes to scope out this matter on the basis that direct and indirect physical impacts to historic buildings (both designated and non-designated) and Conservation Areas are not anticipated, and that maintenance activities would be localised in scale and nature.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
335	Table 8.9	Physical impacts to designated historic landscapes including Derwent Valley Mills World Heritage Site and Registered Parks and Gardens – construction	<p>The Applicant proposes to scope out this matter on the basis that no designated historic landscapes lie within the Scoping Boundary.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
336	Table 8.9	Physical impacts to designated and non-designated historic landscapes - operation	<p>The Applicant proposes to scope out this matter on the basis that there is not anticipated to be any direct or indirect physical impacts to designated and non-designated historic landscapes arising from the operational phase and maintenance activities.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
337	Table 8.9	Impacts to the setting of Derwent Valley Mills World Heritage Site –	The Applicant proposes to scope out this matter on the basis that the Scoping Boundary lies on average between 2-7km away from the 'core area' of the World Heritage Site and 1-6km from its 'buffer zone'. The Scoping Report considers that, given this distance and

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		construction and operation	<p>as the designation predominantly covers the base and lower slopes of the valley of the River Derwent outside the Scoping Boundary, plus intervening landform, housing and vegetation intervisibility between the designated site and the Proposed Development is likely to be prevented.</p> <p>The Inspectorate has commented on the Historic Environment study area at ID 3.3.8 below. The World Heritage site core area is located within 5km of the scoping boundary. In the absence of a ZTV, the Inspectorate does not agree that sufficient evidence has been provided to demonstrate that significant effects on the World Heritage Site are not likely. The ES should provide an assessment of effects on setting of the Derwent Valley Mills World Heritage Site, or provide evidence of agreement with relevant consultation bodies that significant effects are not likely.</p>

ID	Ref	Description	Inspectorate's comments
338	Para 8.4.1	Study area	<p>Section 6.4 of the Landscape and Visual Chapter notes that significant LVIA effects are most likely within 5km of the Scoping Boundary. As such, the Inspectorate does not consider sufficient justification has been provided for the Historic Environment wider study area of 2km to encompass setting impacts (although it is noted that the study area may be increased in certain locations using the ZTV).</p> <p>The study area should be of sufficient extent to ensure that potential receptors which are located on elevated points in the landscape, are appropriately accounted for within the assessment. Similarly, assets located outside of the study area but with settings that extend into the study area should be included within the assessment, where significant effects are likely.</p> <p>The Applicant is advised to agree the study area with relevant consultation bodies.</p>
339	Section 8.5	Receptors	<p>Several consultation bodies have identified receptors which they consider have been omitted from the environmental baseline presented in the Scoping Report. The Applicant</p>

ID	Ref	Description	Inspectorate's comments
			is advised to review all responses to ensure that all relevant receptors within the final study area are identified and any likely significant effects assessed.

3.4 Hydrology and Land Drainage

(Scoping Report Chapter 9)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
34.1	Table 9.5	Effects on surface water quality – Operation (including maintenance)	The Scoping Report states that no operational discharges would be generated and surface water drainage from operational infrastructure would be managed using suitable sustainable drainage (SuDS). Subject to the provision of SuDS, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
34.2	Table 9.5	Existing water interests (abstractions and discharges) – Construction and operation (including maintenance)	<p>The Scoping Report states that there would be no new large scale consumptive water uses and no effects on the downstream continuity of flow in watercourses.</p> <p>Details of water supply and demand requirements during construction and operation and potential sources of supply have not been provided and the Inspectorate notes that the Environment Agency advised during the non-statutory consultation that impacts on water resources should be scoped in (Table 9.2). Therefore, the Inspectorate does not agree this matter can be scoped out at this stage. The ES should provide details of water supply and demand requirements and an assessment of impacts on existing water interest where significant effects are likely, or confirmation of agreement with relevant consultation bodies that significant effects are not likely.</p>
34.3	Para 9.7.6	Groundwater regime – Construction	Paragraph 9.7.6 of the Scoping Report considers that changes to the groundwater regime from excavations for cabling or deep foundations for the substation would be small. This is contradicted by paragraph 10.7.13 which states that ground disturbance has the potential to result in changes to groundwater flow regimes. The Inspectorate also notes the Environment Agency's concerns that that the substation foundations would be permanent, therefore any changes to the groundwater regime may extend beyond the construction phase; and that there are numerous groundwater abstractions near to the Willington substation which could be affected by this construction work. As such, the Inspectorate does not agree this matter can be scoped out.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			<p>Impacts on the groundwater regime during operation are not addressed within Chapter 9 Hydrology and Land Drainage. For the avoidance of doubt, the Inspectorate considers the operational phase should also be assessed within the ES, as proposed in paragraphs 10.7.16 and 10.7.17 of the Scoping Report.</p> <p>The Inspectorate is content for an assessment to be presented in a single place within the ES with appropriate cross references to minimise duplication.</p>
344	Table 9.5	Hydromorphology of watercourses - Operation (including maintenance)	The Scoping Report states that once the Proposed Development is installed and land temporarily affected is re-instated, there would be no disturbance to the beds, banks, flow regimes or riparian corridors of watercourses. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
345	Table 9.5	Flood risk from other sources (the sea, sewers, artificial waterbodies) - Construction and operation (including maintenance)	Table 9.5 proposes to scope out this matter due to the nature of the Proposed Development (overhead line and buried cable) making it of low vulnerability to flooding from other sources and as it has limited potential to impact on flood risk from these sources. However, paragraph 9.7.14 states that these potential sources of flooding would be reviewed as part of a Flood Risk Screening Assessment. In addition, paragraph 9.5.13 notes that parts of the site are at risk of reservoir flooding and no consideration has been given to flooding at the substation. The Inspectorate therefore considers it premature to scope this matter out. The ES should assess significant effects from all sources of flood risk, where significant effects are likely, or provide evidence of agreement with relevant consultation bodies that significant effects are not likely.

ID	Ref	Description	Inspectorate's comments
346	Para 9.5.15	Groundwater flooding	The Environment Agency has advised that the <i>“geology along the route is highly variable, including locations with a Principal bedrock aquifer and no superficial deposits. Groundwater flooding can occur in superficial and bedrock aquifers and the Applicant</i>

ID	Ref	Description	Inspectorate's comments
			<p><i>should note that aquifer designation is not a direct indicator of likelihood of groundwater flooding.</i></p> <p>The Applicant is advised to further assess the likely groundwater regime to determine the risk of groundwater flooding and seek agreement with the Environment Agency on the need to assess groundwater flooding within the ES.</p>
34.7	Para 9.8.5	Significance of effect	<p>Paragraph 9.8.5 states that significance would be derived using the matrix set out in Chapter 5. However, the sensitivity and magnitude criterion used in Tables 9.3 and Table 9.4 respectively do not accord with those presented in Table 5.3. The Applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.</p>
34.8	n/a	Water quality (construction)	<p>The potential for effects on ground water quality from disturbance and mobilisation of existing contamination, including from historic and existing landfills, should be assessed in the ES, where significant effects are likely.</p>
34.9	n/a	Underground cables	<p>The ES should assess impacts from any use of HDD on water resource receptors where significant effects are likely. Should drilling fluid be used in construction, a breakout plan should be submitted with and secured within the DCO application.</p>

3.5 Geology and Hydrogeology

(Scoping Report Chapter 10)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
35.1	Table 10.6	Geohazards and land instability - Construction and operation (including maintenance)	<p>The Scoping Report states that the Proposed Development would be designed with due consideration of site-specific ground conditions, potential ground instability and geohazard risks.</p> <p>The Inspectorate agrees that the construction, operation and maintenance of the Proposed Development would not be adversely affected by geohazards and land instability and that this matter can be scoped out of the ES.</p>
35.2	Table 10.6	Degradation of geological resources and sites of geological importance - Construction and operation (including maintenance)	<p>Subject to confirmation within the ES of the absence of sites of geological importance in the Study Area, the Inspectorate agrees that geological conservation sites can be scoped out of the ES.</p> <p>Should sites be identified, an assessment of potential impacts should be presented, where significant effects are likely.</p>
35.3	Table 10.6	Changes to groundwater quality - Operation (including maintenance)	<p>The Scoping Report states that works carried out during the operational phase, including maintenance, are not anticipated to result in any changes to groundwater quality through new flow paths.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
35.4	Table 10.6	Introduction of new contamination - Construction and	<p>Good practice controls would be set out within the CoCP to manage the storage and handling of construction materials, excavated soils and wastes whilst protocols would be established to manage accidental spillages and emergencies.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		operation (including maintenance)	Subject to these measures, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
355	Table 10.6	Disturbance and mobilisation of existing contamination - Operation (including maintenance)	Subject to the appropriate management of any identified contamination as part of the construction phase, the Inspectorate agrees that significant effects during the operation (and maintenance) phase are not likely and that this matter can be scoped out of the ES.
356	Table 10.6	Discovery and disturbance of unforeseen contamination - Construction	The Scoping Report confirms that a watching brief protocol would be specified for earthwork activities to observe for any unforeseen contamination and that suspected contaminated material would be handled and stored separately from other materials. Subject to these measures, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
357	Para 10.8.5	Significance of effect	Paragraph 10.8.5 states that significance would be derived using the matrix set out in Chapter 5. However, the magnitude criterion used in Table 10.5 do not accord with those presented in Table 5.3. The Applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.
358	n/a	Land contamination Preliminary Risk Assessment (PRA)	The Inspectorate concurs with the Environment Agency's advice to produce a contaminated land PRA.

3.6 Agriculture and Soils

(Scoping Report Chapter 11)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
361	Table 11.7	Soil quality associated with ecosystem services – Operation (and maintenance)	<p>The Scoping Report confirms that the “majority of the land required for construction would be returned to its pre- construction land use (as agreed with the landowner)”. The Inspectorate is content that the ongoing operation, minor repairs and modifications of the Proposed Development are not likely to result in significant effects; this is subject to further definition and information within the submitted application on how land would be managed and reinstated to its pre-construction land use and a condition that is at least as good as its pre-construction condition.</p> <p>Paragraph 4.7.8 states that “refurbishment works would require temporary access tracks, a small compound and potentially scaffolding to protect roads and other features during the work”. The Inspectorate acknowledges that temporary access tracks and small compound areas required for refurbishment activities are likely to be smaller in extent than during construction. However, the location and extent of temporary access tracks and compounds required for refurbishment activities are not yet determined, nor is the duration or frequency of works. On this basis, the Inspectorate does not agree this matter can be scoped out at this stage. The ES should assess any likely significant effects on agricultural land quality during the operation and maintenance phase based on the expected maximum extent of operational activities.</p>
362	Table 11.7	Land use/ agricultural landholdings – Operation (and maintenance)	

ID	Ref	Description	Inspectorate's comments
363	Para 11.5.6	Best Most Versatile (BMV) land	The ES should contain a clear tabulation of the areas of land in each BMV classification to be temporarily or permanently lost as a result of the Proposed Development, with reference to accompanying map(s) depicting the grades. Specific justification for the use of the land by grade should be provided.

ID	Ref	Description	Inspectorate's comments
			Consideration should be given to the use of BMV land in the Applicant's discussion of alternatives.
364	n/a	Agri Environment Schemes	The ES should identify any Agri Environment Schemes and Woodland and Forestry Schemes present within the DCO boundary. Any likely significant effects on these schemes should be considered within the assessment of effects.
365	n/a	Agricultural drainage	The ES should include an assessment of any likely significant effects on retained existing agricultural drainage or the removal of this from the construction and operation of the Proposed Development.

3.7 Traffic and Transport

(Scoping Report Chapter 12)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
37.1	Table 12.7	Effects on the existing road network – Operation (including maintenance)	The Inspectorate agrees that the number of vehicle trips generated by the operation and maintenance of the Proposed Development are not likely to result in significant effects and agrees this matter can be scoped out. The description of the development within the ES should clearly set out the likely number and type of operation and maintenance vehicles to evidence that operational and maintenance traffic would be below relevant assessment thresholds.
37.2	Table 12.7	Effects on the existing rail network – Construction and Operation (including maintenance)	The Scoping Report acknowledges the potential for rail service interruptions during construction to facilitate netting of scaffolding protection over railways for overhead line crossings and for remedial/upgrade works to railway bridges to accommodate construction traffic. The Inspectorate agrees that subject to discussions with Network Rail, any necessary line blockages or possessions are not likely to result in significant effects and that this matter can be scoped out of the ES.
37.3	Paragraphs 12.7.18 and 12.7.20	Effects on the existing watercourses – Construction and Operation (including maintenance)	<p>The Inspectorate notes that the Proposed Development could cross the Trent and Mersey Canal (Figure 9.1) and that other canals are located in proximity including Cromford Canal and Nottingham canal. The Scoping Report states that crossing methods would be employed to minimise effects during construction and relevant stakeholders would be engaged prior to works being undertaken. However, crossing methods have not been detailed, nor is it clear who relevant stakeholders would be.</p> <p>As a result, and given there is no certainty at this stage on where the Proposed Development would cross waterways, the Inspectorate considers that there is insufficient evidence to scope this matter out. The ES should assess any likely significant effects on waterway users from the construction activities.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			The Inspectorate agrees that significant effects during operation (including maintenance) are not likely and that this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
374	Paragraph 12.4.1	Study area	National Highways has advised that the proposed study area is not acceptable in terms of the Strategic Road Network. The Applicant is advised to consult with National Highways to identify links and junctions on the Strategic Road Network to be included in the study area.
375	Para 12.8.36	Significance of effect	Paragraph 12.8.36 states that significance would be derived using the matrix set out in Chapter 5. However, the sensitivity and magnitude criterion used in Tables 12.5 and Table 12.5 respectively do not accord with those presented in Table 5.3. The Applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.
376	n/a	Emergency services	The ES should consider the potential for significant effects on emergency services associated with any temporary road closures and/or temporary roadworks.

3.8 Air quality

(Scoping Report Chapter 13)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
381	Para 13.7.14	Diverted traffic - construction	Provided the ES demonstrates that the predicted volumes of diverted traffic would not exceed the relevant indicative criteria for air quality assessment set out in the Institute of Air Quality Management (IAQM) guidance, the Inspectorate agrees that significant effects are not likely and this matter can be scoped out of the ES.
382	Table 13.7	Operational traffic emissions - operation including maintenance	Provided the ES demonstrates that the predicted volumes of operational traffic would not exceed the relevant indicative criteria for air quality assessment set out in the IAQM guidance, the Inspectorate agrees that significant effects are not likely and this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
383	n/a	n/a	n/a

3.9 Noise and Vibration

(Scoping Report Chapter 14)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
391	Table 14.9	Vibration effects from construction traffic – human health receptors - construction	<p>The Applicant proposes to scope out this matter on the basis that vibration from traffic is caused by the road surface and if the road surfaces used by construction traffic are well maintained and remain free from irregularities, such as potholes, significant effects would not be expected, even at relatively short distances.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
392	Para 14.7.24	Noise effects from Willington substation – operation and maintenance	<p>On the basis that the existing Willington substation would not be replaced, the Inspectorate is content that no new noise effects would arise and as such this matter can be scoped out of the ES.</p>
393	Table 14.9	Noise effects from underground cables - operation and maintenance	<p>The Applicant proposes to scope out this matter on the basis that the undergrounding of cables is considered to significantly mitigate operational noise from cable surfaces and therefore likely significant effects would not be expected to occur.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
394	Table 14.9	Vibration effects from the operation of new infrastructure including overhead lines, new substation equipment, cable sealing end compounds and	<p>The Applicant proposes to scope out this matter on the basis that plant with moving parts, including cooling equipment and transformers, would include vibration isolation measures within the design as embedded mitigation.</p> <p>Subject to the mitigation measures described being secured and implemented, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		underground cables - operation and maintenance	
395	Table 14.9	Noise and vibration effects from the maintenance of operational infrastructure including overhead lines, substations, cable sealing end compounds and underground cables - operation and maintenance	<p>The Applicant proposes to scope out this matter on the basis that no likely significant effects from noise and vibration would occur in relation to maintenance activities.</p> <p>The Inspectorate agrees that noise and vibration from short term maintenance activities can be scoped out of the ES. However, the ES should consider the potential for more substantial activity to be required as part of maintenance, e.g. replacement of components of the Proposed Development, which could be more akin to the impacts described during the construction stage. The ES should include an assessment of any likely significant effects from such activities.</p>

ID	Ref	Description	Inspectorate's comments
396	Paras 14.7.10 – 14.7.12	Vibration effects from construction activities	<p>The assessment of vibration should include consideration of effects on Environment Agency assets, as proposed in Table 9.2. The Environment Agency has confirmed that flood assets within the draft Order Limits which are key to the management of flood risk within the area include but are not limited to the following:</p> <ul style="list-style-type: none"> • Ambaston Ring Embankment defence; • Shardlow Ring Embankment defence; • Shardlow Coppice embankment defence; and • Draycott Front Floodbank.

3.10 Socio-economics, Recreation and Tourism

(Scoping Report Chapter 15)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.101	Table 15.13	Local economy and employment - operation and maintenance	<p>The Applicant proposes to scope out this matter on the basis that there is not likely to be significant economic activity or employment (whether direct, indirect or induced) generated during the operation and maintenance phases.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
3.102	Table 15.13	Tourism accommodation - operation and maintenance	<p>The Applicant proposes to scope out this matter on the basis that the scale of maintenance work and number of workers required is likely to be limited and therefore not likely to adversely impact on visitor accommodation.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>

ID	Ref	Description	Inspectorate's comments
3.103	Para 15.7.6	Impacts on community facilities	The potential for impacts on amenity to community facilities (eg air quality, noise and visual amenity) should be assessed within the ES. Cross reference may be made to other aspect chapters within the ES in this regard.
3.104	Para 15.8.7	Significance of effects	Paragraph 15.8.7 states that significance will be derived using the matrix set out in Chapter 5. The Inspectorate understands this to be Table 5.3. However, the the sensitivity and magnitude criterion used in Tables 15.11 and Table 15.2 do not accord with those presented in Table 5.3. The Applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.

ID	Ref	Description	Inspectorate's comments
3.105	n/a	Strategic Housing led sites	The Applicant's attention is drawn to the comments of South Derbyshire District Council. The ES should assess any likely significant socio-economic effects that could result should the Proposed Development impede the delivery of Strategic Housing led sites.

3.11 Health and Wellbeing

(Scoping Report Chapter 16)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.11.1	Table 16.7	Potential employment generation - operation and maintenance	<p>The Applicant proposes to scope out this matter on the basis that there is limited potential for new employment generation and associated income opportunities during operation and maintenance.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
3.11.2	Table 16.7	Mental health due to construction works - construction	<p>The Applicant proposes to scope out this matter given the nature of the construction activities and the implementation of construction best practice mitigation measures.</p> <p>The Inspectorate agrees that significant effects are not likely, subject to the mitigation measures being secured and implemented, and that this matter can be scoped out of the ES.</p>
3.11.3	Table 16.7	Generation of EMFs - construction	<p>The Applicant proposes to scope out this matter on the basis that no electricity distribution would be taking place during construction, therefore no EMFs would be generated, and no respective health and wellbeing effects are anticipated.</p> <p>The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.</p>
3.11.4	Table 16.7	Generation of EMFs - operation and maintenance	<p>The Scoping Report acknowledges that whilst there is some potential for EMF exposure, the Proposed Development would be designed in accordance with National Grid design standards and would accord with public EMF exposure limits.</p> <p>The Inspectorate does not consider that the Scoping Report provides sufficient information regarding the potential effect on public mental health, including how concerns regarding EMFs will be identified and dealt with. The ES should therefore consider effects</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			on mental health, including from risk perception and understanding, posed by the exposure to EMF. The Applicant should seek to agree the scope and methodological approach with relevant consultation bodies including the local authority's public health team, the Director of Public Health and the Office for Health Improvement and Disparities.

ID	Ref	Description	Inspectorate's comments
3.11.5	n/a	Scope of Assessment - Vulnerable Populations	The ES should consider the impact of the Proposed Development on vulnerable populations, including the potential for any significant effects, as required by IEMA guidance (Determining Significance for Human Health in Environmental Impact Assessment).
3.11.6	n/a	Impacts on transport links to healthcare facilities – construction	Noting the rural nature of parts of the Proposed Development, the ES should assess impacts on transport routes to and between healthcare facilities, where significant effects are likely. This should consider access by public users of such facilities, as well as by the healthcare providers themselves. Consideration should be given to the impacts of the Proposed Development on air ambulance access, where significant effects are likely. Appropriate cross reference should be made to the Traffic and Transport chapter of the ES.

APPENDIX 1: CONSULTATION BODIES FORMALLY CONSULTED

TABLE A1: PRESCRIBED CONSULTATION BODIES

Bodies prescribed in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the 'APFP Regulations (as amended)')

Schedule 1 Description	Organisation
The Secretary of State for Defence	Ministry of Defence
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Castle Donington Parish Council
	Bretby Parish Council
	Hartshorne Parish Council
	Repton Parish Council
	Ticknall Parish Council
	Findern Parish Council
	Melbourne Parish Council
	Weston upon Trent Parish Council
	Elvaston Parish Council
	Etwall Parish Council
	Egginton Parish Council

Schedule 1 Description	Organisation
	Willington Parish Council
	Burnaston Parish Council
	Barrow upon Trent Parish Council
	Aston upon Trent Parish Council
	Shardlow and Great Wilne Parish Council
	Draycott and Church Wilne Parish Council
	Breaston Parish Council
	Ockbrook and Borrowash Parish Council
	Morley Parish Council
	Dale Abbey Parish Council
	Stanton by Dale Parish Council
	Little Eaton Parish Council
	Risley Parish Council
	Breadsall Parish Council
	Stanley and Stanley Common Parish Council
	West Hallam Parish Council
	Ashover Parish Council

Schedule 1 Description	Organisation
	Brackenfield Parish Council
	Shirland and Higham Parish Council
	Wingerworth Parish Council
	Pilsley Parish Council
	Wessington Parish Council
	Stretton Parish Council
	Morton Parish Council
	Clay Cross Parish Council
	Tupton Parish Council
	North Wingfield Parish Council
	Grassmoor, Hasland and Winswick Parish Council
	Temple Normanton Parish Council
	Heath and Holmewood Parish Council
	Callow Parish Council
	Sutton cum Duckmanton Parish Council
	Crich Parish Council
	Mackworth Parish Council

Schedule 1 Description	Organisation
	Mapperley Parish Council
	Holbrook Parish Council
	Shottle and Postern Parish Council
	Belper Parish Council
	Alderwasley Parish Council
	Denby Parish Council
	Smalley Parish Council
	Heanor and Loscoe Parish Council
	Ripley Parish Council
	South Wingfield Parish Council
	Somercotes Parish Council
	Quarndon Parish Council
	Duffield Parish Council
	Horsley Parish Council
	ShIPLEY Parish Council
	Hazelwood Parish Council
	Kilburn Parish Council

Schedule 1 Description	Organisation
	Codnor Parish Council
	Pentrich Parish Council
	Swanwick Parish Council
	Alfreton Parish Council
	Horsley Woodhouse Parish Council
	Ault Hucknall Parish Council
	Pleasley Parish Council
	Scarcliffe Parish Council
	Old Bolsover Parish Council
	South Normanton Parish Council
	Blackwell Parish Council
	Tibshelf Parish Council
	Glapwell Parish Council
	Staveley Parish Council
	Brimington Parish Council
The Environment Agency	The Environment Agency

Schedule 1 Description	Organisation
Natural England	Natural England
The Forestry Commission	The Forestry Commission - East & East Midlands
The Historic Buildings and Monuments Commission for England (known as Historic England)	Historic England
The relevant internal drainage board	Trent Valley Internal Drainage Board
The Canal and River Trust	The Canal and River Trust
The relevant Highways Authority	Derby City Council
	Derbyshire County Council
	National Highways
The Civil Aviation Authority	Civil Aviation Authority
The Health and Safety Executive	Health and Safety Executive
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	United Kingdom Health Security Agency
NHS England	NHS England
Relevant statutory undertakers	See Table A2 below

Schedule 1 Description	Organisation
The Coal Authority	The Coal Authority
The relevant police authority	South Yorkshire Mayoral Combined Authority
	Staffordshire Police, Fire & Rescue and Crime Commissioner
	Derbyshire Police and Crime Commissioner
	Office of the Police and Crime Commissioner for Nottinghamshire
	Office of the Police and Crime Commissioner for Leicestershire
The relevant ambulance service	East Midlands Ambulance Trust
The relevant fire and rescue authority	Derbyshire Fire and Rescue Service

TABLE A2: RELEVANT STATUTORY UNDERTAKERS

‘Statutory Undertaker’ is defined in the APFP Regulations (as amended) as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)

Statutory Undertaker	Organisation
The relevant Integrated Care Board	NHS Staffordshire and Stoke-on-Trent Integrated Care Board
	NHS Derby and Derbyshire Integrated Care Board
	NHS Nottingham and Nottinghamshire Integrated Care Board
	NHS South Yorkshire Integrated Care Board

Statutory Undertaker	Organisation
	NHS Leicester, Leicestershire and Rutland Integrated Care Board
NHS England	NHS England
Railways	Network Rail Infrastructure Ltd
	National Highways Historical Railways Estate
Canal Or Inland Navigation Authorities	The Canal and River Trust
Civil Aviation Authority	Civil Aviation Authority
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group
Homes and Communities Agency	Homes England
The relevant Environment Agency	The Environment Agency
The relevant water and sewage undertaker	Severn Trent
	Yorkshire Water
The relevant public gas transporter	Cadent Gas Limited
	Northern Gas Networks Limited
	Scotland Gas Networks Plc
	Southern Gas Networks Plc
	Wales and West Utilities Ltd
	CNG Services Ltd
	Energy Assets Pipelines Limited
	ES Pipelines Ltd
	ESP Connections Ltd
	ESP Pipelines Ltd

Statutory Undertaker	Organisation
	Fulcrum Pipelines Limited
	GTC Pipelines Limited
	Harlaxton Gas Networks Limited
	Independent Pipelines Limited
	Indigo Pipelines Limited
	Inovyn Enterprises Ltd
	Last Mile Gas Ltd
	Leep Gas Networks Limited
	Mua Gas Limited
	Quadrant Pipelines Limited
	Stark Works
	National Gas
The relevant electricity distributor with CPO Powers	National Grid Electricity Distribution (East Midlands) Limited
	Northern Powergrid (Yorkshire) plc
	Advanced Electricity Networks Ltd
	Aidien Ltd
	Aurora Utilities Ltd
	Eclipse Power Network Limited
	Energy Assets Networks Limited
	ESP Electricity Limited
	Fulcrum Electricity Assets Limited
	Green Generation Energy Networks Cymru Ltd
	Harlaxton Energy Networks Limited

Statutory Undertaker	Organisation
	Independent Distribution Connection Specialists Ltd
	Independent Power Networks Limited
	Indigo Power Limited
	Last Mile Electricity Ltd
	Leep Electricity Networks Limited
	Mua Electricity Limited
	Optimal Power Networks Limited
	Stark Infra-Electricity Ltd
	The Electricity Network Company Limited
	UK Power Distribution Limited
	Utility Assets Limited
	Vattenfall Networks Limited
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc
	National Grid Electricity System Operation Limited

TABLE A3: LOCAL AUTHORITIES AS DEFINED IN SECTION 43(3) OF THE PA2008

LOCAL AUTHORITY
Derbyshire County Council
Leicestershire County Council
Nottinghamshire County Council
Staffordshire County Council
Peak District National Park Authority
Oldham Metropolitan Borough Council
Rotherham Metropolitan Borough Council
Sheffield City Council
Barnsley Metropolitan Borough Council
Stockport Metropolitan Borough Council
Tameside Metropolitan Borough Council
Cheshire East Council
Derby City Council
Kirklees Council
South Derbyshire District Council
Erewash Borough Council
North East Derbyshire District Council
Amber Valley Borough Council
Bolsover District Council
Derbyshire Dales District Council
Bassetlaw District Council
Rushcliffe Borough Council
Broxtowe Borough Council

LOCAL AUTHORITY
Lichfield District Council
East Staffordshire Borough Council
Chesterfield Borough Council
North West Leicestershire District Council
Ashfield District Council
Mansfield District Council

TABLE A4: NON-PRESCRIBED CONSULTATION BODIES

ORGANISATION
East Midlands Combined Authority

APPENDIX 2: RESPONDENTS TO CONSULTATION AND COPIES OF REPLIES

CONSULTATION BODIES WHO REPLIED BY THE STATUTORY DEADLINE:
Alfreton Town Council
Ashfield District Council
Ault Hucknall Parish Council
Barrow upon Trent Parish Council
Bolsover District Council
Brackenfield Parish Council
Breaston Parish Council
Broxtowe Borough Council
Canal & River Trust
Clay Cross Parish Council
Dale Abbey Parish Council
Derbyshire Dales District Council
Draycott and Church Wilne Parish Council
East Staffordshire Borough Council
Environment Agency
Erewash Borough Council
Forestry Commission
Glapwell Parish Council
Green Generation Energy Networks Cymru Ltd
Health and Safety Executive
Historic England
Holbrook Parish Council

Horsley Parish Council
Kirlees Council
Little Eaton Parish Council
Ministry of Defence
Morley Parish Council
National Highways
Natural England
NHS Leicester, Leicestershire and Rutland Integrated Care Board
North East Derbyshire District Council
North West Leicestershire District Council
Ockbrook and Borrowash Parish Council
Peak District National Park
Pentrich Parish Council
Royal Mail
Shirland and Higham Parish Council
Smalley Parish Council
South Derbyshire District Council
South Wingfield Parish Council
Stanley and Stanley Common Parish Council
Stanton by Dale Parish Council
Stockport Metropolitan Borough Council
The Coal Authority
UK Health and Security Agency



Alfreton Town Council

Date: 28th November 2024

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

To:

The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

BY EMAIL ONLY

chesterfieldtowillington@planninginspectorate.gov.uk

Below are the comments and response to your letter dated 1st November 2024 which was received by email by the Clerk to Alfreton Town Council on 4th November 2024.

Your letter states that the deadline for a response by a Consultation Body (Alfreton Town Council) is 29th November 2024 – a deadline which cannot be extended.

Alfreton Town Council would like to make the following comments:

We have concerns grounded in the potential long lasting damage to the environment, the installation of steel lattice pylons, typically 50 meters in height, across the countryside will not only be a visual blight but also a physical barrier to wildlife movement. The proposed corridor passes through areas that are home to diverse flora and fauna, which could be irreversibly affected by habitat fragmentation and the introduction of additional industrial infrastructure.

We are concerned about the proximity to Alfreton Park Special School, the children are highly susceptible to pure tone noises and the reaction of some children to certain frequencies could

Room 12 Alfreton House High Street Alfreton Derbyshire DE55 7HH

Telephone 01773 520032 Office Hours: Tuesday, Wednesday and Thursday 9-00 am to 12-30.

E Mail: office@alfretontc.co.uk

[REDACTED] - Town Clerk and Proper Officer

[REDACTED] - Deputy Town Clerk and Responsible Finance Officer

[REDACTED] - Finance Assistant



be a matter of life and death, as they can become so triggered as to create a serious event, this evidence has been supplied to National Grid.

Volume 11 – Appendices – Listed Buildings & Scheduled Monuments

Serious omissions from the schedule including that of one of the most important historic buildings and sites in the country – Wingfield Manor - Grade I - and Parks.

Remains of a Roman Fort & road passing through South Wingfield, Oakerthorpe & Chesterfield.

Non designated Heritage Assets should be included when considering the HIA in accordance with the provisions of the NPPF (December 2023 -para 209)

Conservation Areas - do not appear to have been considered and are not scheduled.

A plan showing all designated heritage assets, non-designated heritage assets and conservation areas likely to be impacted by the proposal should be clearly shown and identified on a map to the appropriate scale.

While we recognise the need for upgrading the nation’s energy infrastructure, it must not come at the expense of the environment. We urge the National Grid and relevant authorities to reconsider the proposed upgrade and explore alternative solutions that minimise ecological, economic, and social impacts, the fundamental principles of planning.

Yours sincerely,

[Redacted Signature]

[Redacted Name]

Deputy Town Clerk & RFO
Alfreton Town Council

Room 12 Alfreton House High Street Alfreton Derbyshire DE55 7HH
Telephone 01773 520032 Office Hours: Tuesday, Wednesday and Thursday 9-00 am to 12-30.
E Mail: office@alfretontc.co.uk

[Redacted] - Town Clerk and Proper Officer
[Redacted] - Deputy Town Clerk and Responsible Finance Officer
[Redacted] - Finance Assistant



Scoping Opinion
PLANNING REF: SO/2024/0001

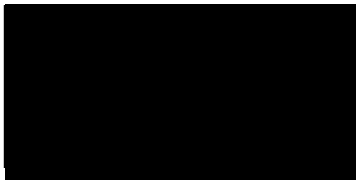
TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL
IMPACT ASSESSMENT)(ENGLAND AND WALES) REGULATIONS
1999

By National Grid Electricity Transmission
For Scoping Consultation - Chesterfield to Willington Overhead Line -
Nationally Significant Infrastructure Project
At The Chesterfield to Willington Overhead Line

The Local Planning Authority has received a consultation request from the Planning Inspectorate who are undertaking a consultation process to inform the Secretary of States Scoping Opinion, at pre-application stage, for the Chesterfield to Willington Overhead Line project under the consent regime for Nationally Significant Infrastructure Projects.

The projected route of the overhead line will not be within the District Bounday of Ashfield District Council. The route of the project is primarily on the western side of the M1 corridor, and does not cross to the east side of the M1 until reaching Junction 29 of the M1, to the north of the District.

Given the proximity of the project to the administrative boundary of Ashfield District Council, and the likely limited vantage points available within the District to view the overhead line, Ashfield District Council has no comments to make on the proposal.



.....



Chief Executive

Address: Council Offices, Urban Road, Kirkby-in-Ashfield, Nottingham. NG17 8DA
Tel: 01623 450000 **Fax:** 01623 457585
www.ashfield.gov.uk

If reasonable adjustments are needed to fully engage with the Authority - contact **01623 450000**

From: [REDACTED]
To: [Chesterfield to Willington](#)
Subject: Consultation Response
Date: 28 November 2024 13:33:26
Attachments: [image001.png](#)
[oledata.mso](#)
[National Grid Response.doc](#)

You don't often get email from theclerk@althumbucknallparishcouncil.gov.uk. [Learn why this is important](#)

First of all the parish council would like to express their concern that the 'consultation' document is extremely confusing, unclear and somewhat technically complicated for the lay man to understand. It took several reads before the council could extract what was being asked for.

However, as a consultee, we believe we are being asked to 'inform the planning inspectorate of the information you consider should be provided in the ES'

We believe that all the issues we have previously raised indeed relate to the environmental impact of these proposals and would reinforce them below:

The scoping document should include any other options that may have been considered and why they have been discounted

The line of the M1 should certainly be discounted as this corridor already has a major impact on the environment and the addition of pylons would completely overload the environmental impact

Historical buildings such as Hardwick Hall and its grounds and surrounding area should be avoided, as the impact of 40 foot pylons around this site would destroy the visual impact

The parish council is not opposed to the principle of this scheme in upgrading the national grid but believe that, as has been done in some other areas, the alternative of underground cabling should be seriously considered, even if this is only for parts of the route where residential areas may be impacted, as this would not visually impact the environment.

The brochures which have been distributed are visually misleading, as the pylons pictured on the cover are much smaller than the 40 foot pylons which are being proposed.

The scope needs to explain why the existing power line corridor has not been considered for upgrade

The Parish Council can see no indication of an Equality Impact Assessment having been carried out. It appears that the route may concentrate on the more deprived areas where there may be lesser resistance to the proposals, creating a greater impact on the more vulnerable communities.

Residential areas should be avoided – As an example of this the Parish Council would also support one of their resident's previous submissions, as quoted below which indicates where the proposed scheme would potentially have a major impact on a residential area in Out Lane/Hawking Lane Stainsby

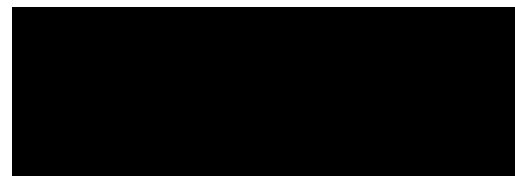
'My home is indicated on the above image by a blue dot and my neighbour's homes are along the road to the east. I wish to register my objection to your current proposals as I believe that the presence of such large 400,000 volt power lines passing over or near to my home and those of my neighbour's would have a severe impact on us, causing a lack of amenity, a detrimental visual impact, noise

pollution and potential health risks that would be inconsistent with The National Policy Statement for Electricity Networks Infrastructure (EN-5) and the Horlock Rules referenced therein. Furthermore, the area is a nesting site for protected birds of prey which would also be adversely affected. I note that other small residential areas on your Preferred Corridor map have been omitted from the graduated swathe by virtue of a distinct "carve out". As an example, I would draw your attention to the small village of Heath a couple of miles to the north east of our location and Lower Pilsley, a couple of miles to the south west. I request that a similar "carve out" be applied to our area'

I have attached, for your information, a copy of our original consultation response which adds more detail to the above points



Parish Clerk & Responsible Finance Officer
Ault Hucknall Parish Council
117 Station Road
North Wingfield
Chesterfield
S42 5JQ
07587 107122



Parish Clerk & Responsible Finance Officer
Ault Hucknall Parish Council
117 Station Road
North Wingfield
Chesterfield
S42 5JQ
07587 107122

AULT HUCKNALL PARISH COUNCIL

Clerk and Responsible Finance Officer – [REDACTED]
117 Station Road, Hephthorne Lane, North Wingfield, Chesterfield S42 5JQ
Telephone – 07587 107122
e mail – theclerk@aulthucknallparishcouncil.gov.uk

Ault Hucknall Parish Council is deeply concerned about your proposals for the Chesterfield Willington “Great Grid Upgrade”

Members have attended your consultation event at the Glapwell Centre for the proposed ‘emerging preferred corridor’. A choice of location that in itself argues little understanding of local communities or geography and reinforces the impression that this is a 'tick box' PR exercise rather than a genuine consultation:

1. The exhibition was based at Glapwell, an area unaffected by the proposal, rather than at the Doe Lea Centre, whose community is.
2. Staff at the presentation had little idea of local geography and were unable to answer some basic technical questions. Calls to the advertised helpline are reported by the public to be no better informed.
3. The proposal is baldly presented as an accomplished fact without any reference to other strategic options that have been considered. A proper consultation should have presented the thinking behind alternatives at a much earlier stage of such a major project in conformity with the Gunning Principles on public consultation.
4. Illustrative pictures of pylons on the “Project Background” booklet and the majority of the public briefing leaflets are of smaller pylons on lower capacity powerlines than the 400,000v ones proposed. This is entirely misleading and should be corrected immediately.
5. The exhibition follows the format of the previous HS2 “consultation” which was seen to have no effect on the final proposals despite very vigorous local opposition to some key aspects of the route, leading to very low levels of trust and social licence.

We acknowledge that this is a major national project which needs to be developed as part of moving to a greener economy and to meet net zero commitments. However, we are extremely concerned about the route from Chesterfield along the A617 to the M1 rather than a more direct route south. There is already a lower capacity direct line from Chesterfield to Pilsley which avoids the M1 corridor. The corridor is an area that has been subjected to many development proposals since the original disruption of the M1, from landfill and opencast to HS2. This makes communities locally feel this is an area targeted as an “easy win” since it has been subjected to considerable disruption already. It is still coming to terms with major industrial decline since the closure of the coalfields and raises questions about social justice, as it appears that the route passes through a number of deprived communities, which may be expected to offer softer resistance. This is far from the case as previous campaigns have proved.

Currently the M1 corridor of this part of Derbyshire is attempting to build a visitor economy based on the tourist assets, like Hardwick Hall and Bolsover Castle, together with a network of walking and cycle trails, allowing easy entry to accessible countryside as an alternative to crowded Peak District sites. In this context it's essential that overground cables should not be visible from these sites but should be put underground if the final route passes within sight.

We have been approached by a number of our community concerned about the route passing over or extremely close to their properties, especially of such high capacity, contravening your own EN-5 guidance .We would want reassurance that all parts of the proposed route within our ward would be fully compliant with this.

Yours faithfully

A large black rectangular redaction box covering the signature of the sender.A small black rectangular redaction box covering the name of the sender.

Clerk & Responsible Finance Officer



**BARROW UPON TRENT
PARISH COUNCIL**

Clerk/RFO
Field House Farm
Snelsmoor Lane
Chellaston
Derby DE73 6TQ
01332 700142

Email: Clerk@barrowupontrentparish.gov.uk

21st November 2024

To The Planning Inspectorate

After discussion at the Barrow upon Trent Parish Council Meetings the Parish Council would like to submit the following.

With regards to the Chesterfield to Willington Overhead Pylon Line, we would like to make a number of comments, as follows:

1. For an underground solution to be researched and costed, either along the Ratcliffe route or following the existing transport infrastructure of the M1 and A50 corridors. If under-grounding is not possible, less intrusive pylon designs, such as T-pylons, should be considered to reduce the visual impact but still following the above suggested routes. T-pylons have been used to reduce visual impacts in other areas, as T-pylons are perceived as less intrusive on natural and rural views.
2. The route travelling South of Barrow upon Trent would NOT be the ideal route; not only from an aesthetic point of view but due to the risk of the land flooding. If cables come down in a storm or flood, access for repair would be very limited due to flood water.
3. We would urge an underground route to be considered as the preferred alternative, due to causing less intrusive impact in our area. The impact of 50-meter-high pylons on local landscapes and communities cannot be overstated.
4. South Derbyshire (Swarkestone, Barrow upon Trent, Stenson Fields & Twyford) are already subject to massive change with the proposed Infinity Garden Village Development. Is this going to be taken into consideration at all when this route is planned? The impact on the highways is going to be immeasurable, what mitigation will be put in place for the Pylon project?
5. There are a number of Heritage assets in our immediate vicinity which are likely to be detrimentally impacted by the Pylons that are currently being proposed Namely, Elvaston Castle and Country Park and also Swarkestone Causeway. This definitely needs to be taken into consideration.

The Parish Council fully accept that the grid upgrade will proceed, but we urge you to consider the following mitigations:

- a. Reassess the Chesterfield to Ratcliffe route or use the M1 and A50 corridors.
- b. Explore underground options or adopt less intrusive pylon designs along those routes.
- c. Improve National Grid's consultation process to ensure genuine meaningful engagement with affected communities.

Yours Sincerely



Clerk to the Parish Council

Your Ref: EN0210001
Our Ref: 24/00533/NCO
Case Officer: [REDACTED]
Telephone: [REDACTED]
E-mail – dev.control@bolsover.gov.uk
Date: 28th November 2024

[REDACTED]
Assistant Director of Planning & Planning Policy

[REDACTED]
Senior EIA Advisor On Behalf Of The Secretary Of State
Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

REFERENCE NO : EN0210001
APPLICANT : National Grid Electricity Transmission
DEVELOPMENT : **Scoping consultation** - Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)
LOCATION : Land North West Of District
CASE OFFICER: [REDACTED]

Dear [REDACTED],

I write further to your letter of the 1st November 2024 seeking comments from Bolsover District Council on the information that it considers should be included in the Environmental Statement in respect of the above Nationally Significant Infrastructure Project.

Having reviewed the contents of the applicant's Scoping Report, the District Council in its capacity as the Local Planning Authority for the Bolsover area would offer the following comments. For ease of reference these are presented in table format below, addressing the various sections of the Scoping Report (main text) document.

1.Introduction	
	There are no comments in relation to this section.
2.Legislation, Regulatory and Planning Policy Context	
2.4.1	<p>The Report identifies that “Regional and local planning policy has been considered in the development of the Scoping Report.”</p> <p>It is also noted and supported that the local plan policies will be reviewed, and an assessment undertaken of the relevant policies in relation to various sections of the Scoping Report as part of the Environmental Statement.</p>
3.Main Alternatives Considered	
General comment	<p>From the Council perception, the Study seems to have put far more emphasis on the impact of nationally designated landscapes of the PDNP and DWWHS, which lies within the study area, rather than on Grade 1 nationally significant buildings of Hardwick Hall and Bolsover Castle. Our concern is that as a result, this preferred route may not have taken these heritage assets into consideration early enough in the decision-making process. The EIA will need to provide a greater understanding of the topography and the historic setting/environment together with considering any mitigation requirements.</p> <p>The “alternatives” sets out National Grid’s approach to the consideration of alternative options in general terms. However, National Grid’s preferred corridor resulted from a merger of parts of different corridors set out in the Non-Statutory Consultation documents. For each corridor, a general assessment of the following aspects is undertaken Ecology, Landscape and Visual Value, Historic Environment, Socio Economic, Water, Soils, Geology, Noise and Vibration. As these assessments are undertake on a corridor basis rather than for the separate sections of each corridor, it was difficult to consider these alternative options in terms of their environmental impact. As part of National Grids Non-Statutory Consultation, the Council raised questions regarding alternative routes and significant concerns regarding the impact on the setting of heritages assets and the landscape, which may be avoided using alternative routes.</p> <p>The Environmental Statement should make clear how the judgements regarding the preferred route and the alternatives were arrived at with a full justification for the final alternative taken forward.</p>
3.6.32	<p>At the moment, the preferred option still retains choices regarding the proposed routes, for example “continues to Lower Pilsley, providing optionality to the north or south of Lower Pilsley, before continuing around the southern extent of Clay Cross towards Stretton.” The Council made representations to National Grid regarding this aspect, objection to the possible alignment running south of Pilsley.</p>

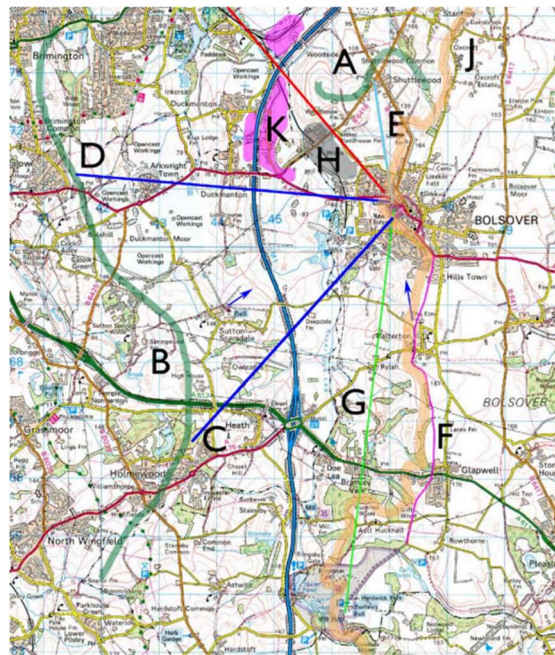
	Presumably, the Environmental Statement will set out which alternative it is proposed to be taken forward and why.
4.Description of the Project	
4.1.6	The paragraph identifies that, currently, it is anticipated it would comprise steel lattice pylons in accordance with National Grid's guidance and national planning policy. Consideration should be given to whether alternative pylons, such as T-pylons, could be used. However, this would require a full visual assessment to be conducted to determine whether there were design benefits to alternative pylon types.
5.Environmental Impact Assessment Approach and Methodology	
Table 5.5 – Likely Interaction between Receptor Groups and Topic Chapters	It is noted in Table 5.5 that it shows no link between PROW visual and Historic Environment. It is consider that this is incorrect and the historic environment should be reflected in Table 5.5 in relation to PROWs. There also a case for other aspects such as cycle routes and communities to be influence by the historic environment.
6.Landscape and Visual	
6.2.2	It is recognised in paragraph 6.2.2 that there are interrelationships related to the potential effects on landscape and visual receptors and other environmental topics including heritage. Bolsover District has two Grade 1 listed buildings at Hardwick Hall and Bolsover Castle. Part of the Hardwick Hall estate lies outside the designated Historic Parks and Gardens, on the west side of the M1. The area in question does not have any landscape or heritage designation, but clearly falls within the visual influence of the setting of Hardwick Hall. Therefore, it is important that the Environmental Statement reflects the key relationship between landscape and the setting of heritage assets. Views towards the Hall are also important, and it is anticipated that LVIA scoping for PROW's should reflect the significance of this area.
6.5.7	It is considered that Registered Park and Gardens should be shown as a landscape designation on the Fig 6.2 : Landscape Designations & Features (north) in Volume 3, so that the interrelationship is picked up in the field assessment. Anyone using those plans to inform the surveyor on site may otherwise not cross reference these aspects and therefore, fail to understand what they are looking at.
6.5.16	The paragraph identifies the visual receptors to the Project between Chesterfield Substation and Stretton. However it is noted that while Hardwick Hall Park is include, it is unclear whether Hardwick Hall Park include Hardwick Hall?
6.7.2	Paragraph 6.7.2 identifies that "The effects upon landscape and visual receptors will be assessed during the following phases of the Project: peak construction year, year 1 of operation, and year 15 of operation."

	This would appear to present a substantial gap between assessments, wouldn't a year 5 be more appropriate to ensure any landscape mitigation is working?
6.8.8	<p>Paragraph 6.8.8 states that to avoid duplication, the LVIA will not assess the effects on the project of any heritage-related designations including the Derwent Valley Mills World Heritage Site, Registered Parks & Gardens of Historic Interest, and built Conservation Areas – as these are considered to be more heritage-related than landscape-related, and so will be addressed in Chapter 8: Historic Environment.</p> <p>Given this approach, it is important that the assessments ultimately take an integrated approach in considering the relationship between heritage impact and landscape setting. The Environmental Statement will also need to cross reference between the section on landscape and the section on heritage.</p>
7.Ecology and Biodiversity	
7.4.3 & Table 7.2	National Grid Non Statutory Consultation 2024 made no reference to Local Wildlife Sites, which are protected under Local Plan policies by local councils. It is noted that Local Wildlife Sites have been included and the initial study area to inform scoping is 5 km from the Scoping Boundary. The Council is supportive of this approach, particularly in the context that the identified date of the DCO application is 2026, which means that at least 10% BNG will apply to the Project.
7.3.8, 7.3.9 & 1.7.1	If the application is submitted after November 2025 Biodiversity Net Gain (BNG) of at least 10% will be required as part of the Proposed Development. The ES should distinguish between any measures, which are provided as mitigation, as compensation, or developed as part of the commitment to BNG.
8.Historic Environment	
8.2.3	<p>The Chapter references in Volume 3, Figure 8.1: Designated Heritage Assets. A slight amendment is required as the “Legend” to the figure does not identify what the green triangles are – It is assumed they are listed buildings (other than Grade1).</p> <p>Further to the points made subsequently in this Section, it is considered that Bolsover Castle (Grade 1 listed) and Bolsover Castle Registered Park and Garden should be include in Figure 8.1 and Bolsover Castle should be identified in Appendix 8A: Designated Heritage Assets.</p>
8.4.1, Volume 2, Appendix 8A & Volume 3 Part , Figure 8.1 Historic Environment Designated Heritage Assets	The paragraph sets out that “The study area for the historic environment assessment comprises the Scoping Boundary plus a 250 m buffer surrounding the Scoping Boundary for non-designated assets. This study area will be used to consider archaeological potential in the Scoping Boundary. In addition, a wider study area of 2 km around the Scoping Boundary for all designated assets has also been defined which will encompass any potential setting impacts.”
8.10 References	<p>Bolsover Castle is a Grade I listed building. It is not identified on Figure 8.1 or set out in Appendix 8A of the Scoping Report Designated Heritage Asset Gazetteer. The Register Park and Garden for Bolsover Castle are also not identified.</p> <p>Presumably, Bolsover Castle and the Registered Park and Gardens are fractionally outside the 2 km Study Area. The English Heritage</p>

Bolsover Castle Conservation Management Plan (2012) identifies that the potential route of the overhead line may impact on the setting of the Castle. (See diagram below). There needs to be some flexibility regarding utilising the 2 km study boundary, which should be varied to reflect the nature of the heritage asset. It is noted that in Table 8.2 summary of engagement, that Historic England identified that a “Setting assessment whilst necessarily tending to fixed search radii should be flexible in particular in respect of longer designed landscape relationships / views where professional judgement should be deployed.” The response by National Grid was “ZTV to be used to refine study area for certain assets with long range views e.g. Bolsover Castle.”

The Council considers that there needs to be flexibility in the search study area. Bolsover Castle, as a Grade 1 listed building, and its Registered Park and Gardens should be included in the relevant Tables, in Figure 8.1 and reflected in any assessment of the historic environment.

Bolsover Castle Conservation Management Plan (2012)



A, B are ridges substantially limiting views from Bolsover.

“The prospect from the Castle over this dish-like valley is therefore panoramic, sweeping round in an arc from the north-west to the south (C-E). The most important - and sensitive - section is a smaller arc, or view cone, from due west round to the south-west and Sutton Scarsdale Hall (C-D).”

8.5.1

Data Collection

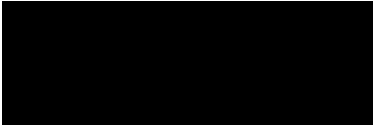
It is noted that the Atkins, Hardwick Setting Study is identified in data collection, This is considered to be a key document in relation to the Environmental Statement in Bolsover District as it identifies the setting of Hardwick Hall and the associated heritage assets and the significance of views from Hardwick.

	<p>In addition to the sources set out in the paragraph, the Council would also recommend that the English Heritage, Bolsover Castle Conservation Management Plan (2012) is included.</p> <p>Local authorities will have management plans for the various conservation areas, but it is noted that this is referenced in paragraph 8.8.1.</p> <p>No mention is made of schedule ancient monuments or registered parks and gardens in the list of data collection. The Levelling Up and Regeneration Act 2023 makes provision for the introduction of a duty to have 'special regard' to the desirability of preserving or enhancing designated heritage assets.</p>
8.5.7	If Bolsover Castle is included it will impact on Table 8.3 - Summary of Designated Heritage Assets.
8.5.13	<p>Locally listed buildings – The Council notes that locally listed buildings while not included in the Scoping Report lists, will be researched and assessed in the Environmental Statement.</p> <p>The report states that “if the districts maintain local lists of buildings, they can be found on their respective websites. These will be researched and assessed in the ES.” Bolsover DC does not have a Local List, but we have identified unlisted buildings of merit in our Conservation Area Appraisals, which should be identified when the appraisals are assessed.</p>
9.Hydrology and Land Drainage	
	There are no comments in relation to this section.
10.Geology and Hydrogeology	
	There are no comments in relation to this section.
11.Agriculture and Soils	
	There are no comments in relation to this section.
12.Traffic and Transport	
	There are no comments in relation to this section.
13.Air Quality	
	There are no comments in relation to this section.
14.Noise and Vibration	
	There are no comments in relation to this section.
15.Socio-economics,	

Recreation and Tourism	
15.2.2	The paragraph identifies that there are interrelationships related to the potential effects on socio-economics, recreation and tourism and other environmental topics. It is noted that heritage is not include within these links, but Hardwick Hall, Bolsover Castle, their associated Registered Park and Gardens, together with other historic assets will be a substantial tourist attraction into Bolsover District.
Table 15.2	Table 15.2 identifies that the wider study area (local authority areas) comprises the spatial extent of the local authority areas through which the Scoping Boundary passes. Evidence for Local Plan identifies that functional market areas does not operate on a district boundary level and labour supply will be drawn from a wider area including Nottinghamshire.
15.5.2	It is noted that the Scoping Report identifies that there will be on-going engagement with Bolsover DC and other local authorities identified in the paragraph.
15.5.3	From Bolsover's perspective it is important that National Grid engagement will be undertaken with non-statutory stakeholders including the National Trust in relation to Hardwick Hall and its Registered Park and Gardens.
15.5.12 to 15.5.14	In relation to Community Facilities and Business, Recreation and Tourism Assets, Tables 15.8 and 15.9 set out a provisional list. These lists should be subject to the engagement with local authorities to verify whether any facilities or businesses are fully reflected.
15.5.17	The paragraph identifies that "In addition, there are a number of tourism assets outside the 500 m study area from the Scoping Boundary which due to their scale and likely number of visitors may require further consideration. Examples include the Derwent Valley Mills World Heritage Site and the Ogston Reservoir." The Council would anticipate that this would include National Trust's Hardwick Hall and English Heritage's Bolsover Castle.
16. Health and Wellbeing	
16.2.2	The paragraph identifies that there are interrelationships related to the potential effects on socio-economics, recreation and tourism and other environmental topics. It is noted that heritage is not include within these links. However, historic assets, and interventions associated with them, can be seen to have a range of beneficial impacts on the physical, mental and social wellbeing of individuals and communities.
17. Summary and Proposed Scope of the Environmental Statement	
Table 17.1	Electromagnetic fields - It is noted that the generation of electromagnetic fields (EMFs) associated with the Project are scoped out of the Environmental Statement. Is this reflected in a separate assessment, which forms part of the DCO application submission?

I trust that the above comments will be taken into consideration by the Planning Inspectorate on behalf of the Secretary of State when issuing its Scoping Opinion.

Yours sincerely,



Assistant Director of Planning & Planning Policy

From: clerk@brackenfieldparishcouncil.org.uk
To: [Chesterfield to Willington](#)
Subject: Statutory Consultation EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11
Notification and Consultation
Date: 28 November 2024 18:36:22

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Brackenfield Parish Council has no comments on the scoping consultation.

Kind regards



Clerk to the Council

From: clerk@breastonparishcouncil.gov.uk
To: [Chesterfield to Willington](#)
Subject: FW: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 15 November 2024 13:34:17
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image003.png](#)
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[C2W - Statutory Consultation Letter.pdf](#)

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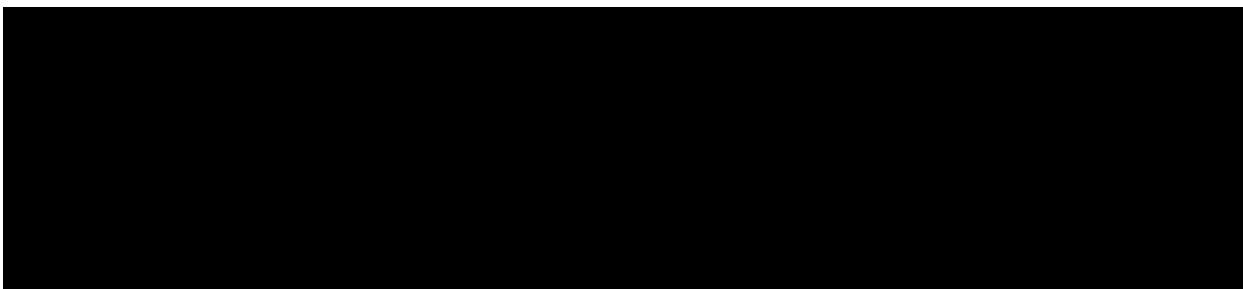
Good Afternoon

Thank you for your consultation documents relating to the above proposal.

The report was carefully considered, and Councillors found it to be comprehensive and well-structured. After review, we have no additional comments or suggestions to add to the current version of the report. It effectively covers the necessary areas, and we are satisfied with its content and recommendations.

Kind regards





From: Chesterfield to Willington <chesterfieldtowillington@planninginspectorate.gov.uk>
Sent: 01 November 2024 12:35
Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards




Senior EIA Advisor
The Planning Inspectorate

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DPC:76616c646f72



Ask for: [REDACTED]
Ext: [REDACTED]
Email: pabc@broxtowe.gov.uk
Our Ref: 24/00685/STAT
Your Ref:
Date: 28 November 2024



**Broxtowe
Borough
COUNCIL**

[REDACTED]
The Planning Inspectorate
The Secretary of State Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear [REDACTED],

**PROPOSED CHESTERFIELD TO WILLINGTON OVERHEAD LINE - EIA SCOPING
REGULATION 11 NOTIFICATION AND CONSULTATION
OVERHEAD LINES CHESTERFIELD TO WILLINGTON**

Thank you for consulting Broxtowe Borough Council. After considering the Chesterfield to Willington Overhead Line Scoping Opinion Report, in addition to all the matters that have been raised it is advised that the Planning Inspectorate consider the Publication Draft 2024 - Greater Nottingham Strategic Plan. Consultation is currently being carried out on the draft of the Greater Nottingham Strategic Plan (GNSP). Policy 22 of the GNSP allocates the Former Bennerley Coal Disposal Point for 61ha of rail-connected logistics development (Class B8 storage and distribution) which is to be delivered in conjunction with a Country Park. Link below:

<https://www.gnplan.org.uk/media/qfihjw32/gnsp-reg-19-publication-draft-digital.pdf>

The GNSP is at Regulation 19 stage and it is unclear whether objections will be made in relation to Policy 22 and whether there will be unresolved objections. Whilst only limited weight can be applied to the GNSP, the proposed allocation is critical for meeting unmet logistics need across the Greater Nottingham area and therefore it is important that any future overhead line or associated infrastructure does not prejudice the delivery of the logistics development.

Yours faithfully,

[REDACTED]
Senior Planning Officer



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Broxtowe Borough Council

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Nottingham NG9 1AB

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w: www.broxtowe.gov.uk



**Canal &
River Trust**

Making life better by water

Planning Inspectorate
Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref EN0210001

Our Ref IPP - 234

Friday 29 November 2024

Dear Sir/Madam

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11 Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)- Environmental Statement Scoping Consultation

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. We note that this scheme is considered to be a Nationally Significant Infrastructure Project (NSIP) and that an application for a Development Consent Order (DCO) under the Planning Act 2008 will be required. The Trust is a prescribed consultee in the Nationally Significant Infrastructure Projects process.

We have reviewed the Scoping Report and have the following advice:

We note that the proposal involves the construction of a new 400 kV overhead line route, approximately 60km in length between a proposed new substation at Chesterfield and an existing substation at Willington.

The Scoping Boundary identified in the report represents the Emerging Preferred Corridor selected by National Grid as part of their options appraisal process and which formed part of the non-statutory consultation undertaken by them earlier this year with the Trust amongst others.

This area includes a stretch of the Trent & Mersey Canal running along the Trent Valley between Aston on Trent and Willington (this broadly falls within Section 6 of the corridor). The Trust is owner, operator and Navigation Authority for the canal. This stretch is approximately 12-13km in length and sits quite centrally within the Emerging Preferred Corridor. At this stage it is not possible to say exactly to what extent the canal is likely to be affected but it appears likely that the new line will need to cross the canal at some point, as the Willington substation is to the south of the canal.

The Trent & Mersey Canal is designated as a conservation area along the entire stretch falling within the Emerging Preferred Corridor and there are also a number of listed locks and canal bridges along this section of the canal.

The routes of two former canals, both of which have been the subject of restoration projects undertaken by third parties, partly fall within the Scoping Boundary. The corridor is crossed by the route of the former Cromford Canal at Lower Hartshay to the north-west of Ripley (Section 3 of the corridor) and also by the former Derby and

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Sandiacre Canal between Borrowash and Draycott to the east of Derby and again south of Chellaston (Section 5 of the corridor) where the route originally linked to the Trent & Mersey Canal at Swarkestone.

Both of these restorations are promoted by local canal groups, and we recommend that they are contacted direct to ensure that they are aware of this scheme and can engage further on any potential impacts that it may have on their aspirations for future restoration of these canals.

Please contact the Friends of Cromford Canal to discuss matters relating to the Cromford Canal restoration- more information and contact details can be found on their website at <https://www.cromfordcanal.org/>.

Please contact the Derby and Sandiacre Canal Trust to discuss matters relating to the Derby and Sandiacre Canal restoration- more information and contact details can be found on their website at <https://derbycanal.org.uk/>.

In terms of potential impacts on the Trent & Mersey Canal, it is difficult to advise in any detail at this early stage, but it will be important to consider the canal in refining the intended route, particularly where the line might be visible from the canal or where it would need to cross the canal.

The Trent & Mersey Canal is a multi-functional asset, and it is important to consider potential impacts on all of the different roles it fulfils when considering the route of the proposed overhead line and in producing the Environmental Statement (ES). In particular, we would comment as follows on the Scoping Report:

Ch.4- Description of Project

We note that it is stated that it is currently assumed that the majority of the Project will be developed as an overhead line (para. 4.4.1). We further note that it is acknowledged that there may be exceptions to this is where environmental or engineering constraints mean additional land is required such as where the cable would cross features such as roads or watercourses using a non-open cut technique (para. 4.5.42). We are particularly keen to understand where any crossings of the canal may be proposed as any such crossing of our property will require our prior consent, and our preference is always for underground crossings rather than overhead crossings. More information can be found within the Trust's current Code of Practice for Works Affecting the Canal & River Trust. The code can be viewed on our website here: <https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>. Please see Part 2 section 2 for further advice within the Code on service crossings of the canal. We ask that the ES takes account of this and that the Trust is included in discussions relating to any proposed crossing of the canal as soon as possible.

We consider that further engagement should take place with the Trust regarding any likely impacts on the Trent & Mersey Canal or other Trust assets that specifically relate to the Trust's role and duties as landowner and navigation authority with a view to minimising and mitigating them to the satisfaction of the Trust through inclusion of protective provisions in the Development Consent Order. This includes (but is not necessarily limited to) consideration of the matters set out below.

Ch. 6- Landscape and Visual

The Landscape and Visual Impact Assessment (LVIA) should specifically consider the extent to which the overhead line would be visible from the Trent & Mersey Canal and representative viewpoints along the canal should be identified to assist in quantifying the likely visual impact. This should be used to inform decisions on the final route of the line and the location of any crossing points. Please also see our comments below in relation to Chapter 8, which are also relevant in terms of visual impacts in relation to heritage assets- the LVIA should be used to assess and identify impacts on designated heritage assets including the canal and associated structures such as locks and bridges.

Ch. 7- Ecology and Biodiversity

The canal is a valuable wildlife habitat and supports a wide range of protected species. Potential impacts on the biodiversity value of the canal, both during development/construction and after, must be carefully considered. We note that this is acknowledged within the report in Table 7.3. It is important that the ES considers the role of the canal as a valuable wildlife habitat and green infrastructure corridor and identifies measures to avoid or appropriately mitigate any potential adverse effects on the biodiversity value of the Trent & Mersey Canal.

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Ch. 8- Historic Environment

As a designated heritage asset that includes a number of features separately listed as heritage assets in their own right, the canal is an important historic feature in the landscape and potential impacts on its character, appearance and setting will need to be carefully considered both during and after construction. Potential adverse effects on the character, appearance and setting of these designated heritage assets should be carefully considered in refining the route of the line and determining the location of any crossing of the canal and the extent to which harm to their significance is likely to occur should be quantified and measures identified to mitigate any such harm. This should include consideration of provision of an underground rather than overhead line, at least in part, to minimise adverse visual impacts on the setting of sensitive heritage assets and historic features.

Potential direct physical impacts on the historic fabric of the canal and associated structures should also be considered and potential risks of damage (for example, through vibration for operation of construction plant or machinery) should be identified together with measures to appropriately manage and minimise such risks. We consider that it is therefore appropriate for potential direct and indirect physical impacts on the canal conservation area during the construction phase to be scoped in (para. 8.7.16) along with consideration of potential changes to the setting of the conservation area during the operational phase resulting from the proposed new infrastructure and how far this would affect the value of the canal and associated historic features and heritage assets, both designated and non-designated (para. 8.7. 19). Please also see our comments below regarding Chapter 14 in terms of potential physical impacts on canal infrastructure from noise, vibration and construction operations.

Ch.9- Hydrology and Land Drainage

We note that the report states that the ES will be informed by consultation and engagement with stakeholders, including the Canal & River Trust (para. 9.5.2), and we consider that this engagement will be essential to ensure that potential impacts on the canal can be identified and addressed as the scheme is further developed. The Trent & Mersey Canal is correctly identified in the list of water courses potentially affected by the proposal set out in para. 9.5.5. At this stage it is difficult to comment in any detail as the proximity of the final route of the overhead line to the canal and the location of any crossing points are not yet known. As noted elsewhere, it will be important to engage with the Trust as the route is refined and as potential crossings of the canal are identified.

Ch. 10- Geology and Hydrogeology

The report notes that land instability has the potential to adversely impact the project and third-party assets (para. 10.7.4). Notwithstanding the recommendation that land instability related to the construction, maintenance and operation of the Project should be proposed to be scoped out of the ES (para. 10.7.5) we advise that, depending on the proximity to the Trent & Mersey Canal, consideration of the potential for construction operations to affect the stability and structural integrity of the canal, this should be a consideration in the identification and assessment of land stability risks in the ES.

The report acknowledges that ground disturbance and handling of potentially contaminated soils during earthwork operations including soil stripping, the excavation of cable routes, the placement of backfilling materials of the trenching may result in sensitive receptors (such controlled waters) being exposed and as such advises that further review of the study area is required to identify the presence of potential contamination sources as well as potential receptors and pathways. Likely significant effects from the mobilisation of existing contamination are therefore proposed to be scoped in for further assessment in the ES (para. 10.7.23- 10.7.24). We consider that this is appropriate and ask that measures to specifically address risks of adversely affecting water quality in the Trent & Mersey Canal are considered and incorporated into a Construction Environmental Management Plan (CEMP) to be implemented during construction operations likely to affect the canal.

Ch. 14- Noise and Vibration

We note that noise and vibration effects from both construction and operational activities have been scoped in and we consider that it is important that any works proposed in proximity to the canal need to consider the fact that the canal and its associated infrastructure is part of a 200-year-old network which was built using knowledge, techniques and materials contemporaneous with the time. The canal network is also particularly valued by users as a relatively tranquil environment, and this forms a significant part of its attractiveness as a leisure and recreational resource. Potential adverse impacts on this tranquillity should be considered within the ES.

At this stage it is difficult to gauge how likely it is that the canal network will be affected either by noise or vibration, but as the route is refined, we ask that the Trust is consulted further so we can assess potential risks and provide

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further advice. Construction activities can carry a significant risk of damage to the canal infrastructure, and it is therefore important to engage with the Trust's engineers to ensure that potential risks, particularly those arising from construction impacts such as noise and vibration, can be minimised and appropriately managed. It is important that potential risks to navigational safety are minimised and that any potential requirements to restrict use of the navigation are discussed with the Trust in our capacity as Navigation Authority, as early as possible.

Ch. 15- Socio-economics, Recreation and Tourism

The canal is also an important free-to-access leisure and recreational resource which is valued by many people as a tranquil space. It is important to consider potential impacts on all canal users and to ensure that the special character of the canal and its surroundings are appropriately protected. In particular, potential adverse impacts during construction on users of the canal and towpath should be considered and we suggest that canal users should be considered to be sensitive receptors when identifying noise and other construction impacts. We note that this is acknowledged within the report in Table 15.3. The Report advises that both construction and operational impacts on tourism and recreation assets should be scoped in (para. 15.7.8- 15.7.9). We consider that the Trent & Mersey Canal should be regarded as both a tourism and a recreation asset and potential impacts on it and on users of the canal and the towpath should be fully assessed and mitigation measures identified where necessary to reduce adverse effects (whether temporary or permanent) that could reduce the value of the canal as a tourism attraction or a recreational resource benefitting local communities.

We hope that these comments are of assistance but please do not hesitate to contact me with any queries you may have.

Yours sincerely,

[Redacted]

Area Planner

[Redacted] @canalrivertrust.org.uk

[Redacted]

<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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From: [Clerk](#)
To: [Chesterfield to Willington](#)
Subject: RE: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation - Response from Clay Cross Parish Council
Date: 29 November 2024 13:05:28
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image003.png](#)
Importance: High

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Dear [REDACTED]

Thank you for your email which was discussed by members of the Parish Council at their meeting held on Tuesday, 26 November 2024 and our comments are set out below.

After studying the information from the National Grid via its project background document, proposed mapped route plus other information from CPRE Derbyshire, North East Derbyshire District Council, planning committee of Bolsover District Council and notes from meeting with Amber Valley Campaign Group and documentation including The Holford Rules and the Gunning Principles, the Parish Council believes that this so called consultation is presented only as a 'fait accompli' where no other options are available. This is certainly not the case.

It is unreasonable to expect local Parish Councils who are largely unpaid volunteers and certainly not experts, to read, digest and comment upon over 1062 pages of information in a short period of time. Whilst local Parish Councils seek to understand, appreciate and pass on their local expertise and knowledge to the planning process they feel that their views are considered only as consultees to the local planning authority (District or County) within the planning process. How many more documents will be set before us before the second full consultation, and what the timeline for these will be? If we are to be properly consulted then appropriate timelines need to be set.

We note that again we are faced with the pre-determined solution of Chesterfield to Willington through our valued Derbyshire countryside. We strongly recommend National Grid revisits and reconsults on using the existing M1 corridor, to demonstrate that it is listening to feedback from the many local residents plus the newly moved suggestions of a possible engagement when there is an electrification of the Midland Main Line.

We are aware that landowners and farmers are being approached about the prospect of up to 75 metre high pylons on their properties. Why has National Grid not previously been open about these extreme industrial-scale pylons and where are these taken account of in the scoping decisions that are required, for example, has the zone of theoretical visibility been adjusted accordingly?

The Parish Council tends to agree with CPRE Derbyshire when they say, 'we are not, at this stage, questioning the need case outlined: i.e. to move more power

across boundaries to help meet vital targets to decarbonise the electricity grid'.

The Parish Council support the upgrading of infrastructure that will necessitate the movement of electricity throughout the country but are mindful of the Holford Rules and the need for better strategic planning.

We also concur with CPRE Derbyshire when they say that there should be more meaningful engagement with communities, local authorities and other key stakeholders including improved mitigation through alternative routes and technologies i.e. Undergrounding; use of alternatively designed pylons and the wider provision of benefits, both for communities and the local environment.


We would echo the principal concerns of CPRE Derbyshire when they say they hope that this is at an early and formative stage of the consultation and project development process and it is the failure to fully assess and consult on the main alternative strategic option, namely Chesterfield to Radcliffe-on-Soar (EDN-1) which has been set aside too early in the process and without detailed analysis or proper stakeholder engagement as to its merits/demerits.

This may amount to a failure in due process, calling into question whether the Stage 1 consultation meets the principles for consultation set out in law (The 'Gunning Principles').

Clay Cross Parish Council note that both Derbyshire County Council and North East Derbyshire District Council have submitted comments to National Grid as part of the consultation process. Derbyshire County Council have said they object but a reading of the submission reveals that it does not object to the proposals as far as they affect Danesmoor (Clay Cross Parish). Derbyshire County Council also accepts that the proposed route will come south from Lower Pilsley and weave around Danesmoor and also states that the Council's preference is for the route to run east of the A61. North East Derbyshire District Council's submission however concludes that the impact of the proposed route is so great that National Grid should undertake a more detailed investigation into 2 (two) of the dismissed routes so that a fairer and more thorough judgement can be made as to which is the best route.

Clay Cross Parish Council support the conclusions of North East Derbyshire District Council and therefore request National Grid reconsider their current 'take it or leave it' emerging preferred corridor and propose less damaging solutions, including alternative routes and transmission technologies which minimise the impact on our countryside

Kind regards

, Parish Clerk
Clay Cross Parish Council
Tel: 01246 862812
Email: clerk@claycross.gov.uk

My working days are: Monday to Friday, 1000 – 1400 but these times may vary occasionally

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From: Chesterfield to Willington <chesterfieldtowillington@planninginspectorate.gov.uk>

Sent: 01 November 2024 12:35

Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards



Senior EIA Advisor
The Planning Inspectorate



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DPC:76616c646f72



From: contact@daleabbey-pc.org.uk
To: [Chesterfield to Willington](#)
Subject: RE: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 29 November 2024 16:40:50
Attachments: [image001.png](#)
[image007.png](#)

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Good afternoon,

Thank you for your letter dated 1st November 2024, notifying Dale Abbey Parish Council of EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation.

Dale Abbey Parish Council acknowledges the importance of upgrading infrastructure to meet future electricity demands. However, we wish to reiterate concerns raised during the first consultation regarding the environmental impact of constructing large pylons across the countryside. The council believes that the installation of these pylons will result in significant and lasting harm to the local landscape, detracting from the natural beauty and character of the area. We also question the rationale behind selecting overhead lines when alternative solutions, such as underground cables, are available. Underground installations, while potentially more costly upfront, can minimize the visual and environmental impact, preserving the countryside for future generations.

The Parish Council strongly urges National Grid to reconsider the approach and prioritise underground cable options for this project. We believe this would represent a more sustainable and environmentally responsible solution to meet energy needs.

Kindest regards


Clerk & Responsible Financial Officer
Dale Abbey Parish Council
10 Hanslynn
Thulston
DE723WB
01332 433147

-----Original Message-----

From: "Chesterfield to Willington" <chesterfieldtowillington@planninginspectorate.gov.uk>
Sent: Friday, 1 November, 2024 12:34pm
To:
Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.


The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards




Senior EIA Advisor
The Planning Inspectorate



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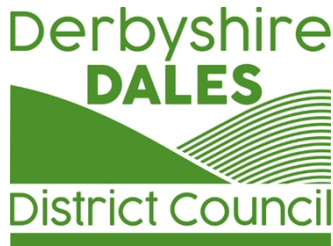
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DPC:76616c646f72





Please ask for:
Direct Dial No
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[REDACTED]
24/00975/PREAPP
PreApp@derbyshiredales.gov.uk

27th November 2024

[REDACTED]
The Planning Inspectorate

REFERENCE NO : 24/00975/PREAPP
APPLICANT : [REDACTED]
DEVELOPMENT : The Planning Inspectorate
Chesterfield to Willington Overhead Line - EIA Scoping
Regulation 11 Notification and Consultation
LOCATION : Derbyshire Dales District Council Town Hall Bank Road Matlock
Derbyshire
CASE OFFICER: [REDACTED]

Date of appraisal: 27th November 2024.

I refer to your request for pre-application advice, which was registered on the 5th November 2024 under application number 24/00975/PREAPP.

Derbyshire Dales District Council has no comments in response to the scoping consultation and notification regarding the application by National Grid Electricity Transmission for an Order granting Development Consent for the Chesterfield to Willington Overhead Line.

Yours faithfully

[REDACTED]
Development Manager

[REDACTED]
Chief Executive

Town Hall, Bank Road, MATLOCK, Derbyshire DE4 3NN
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DRAYCOTT AND CHURCH WILNE PARISH COUNCIL

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DE72 3PY

Planning Inspectorate
Environmental Services
Via Email to: chesterfieldtowillington@planninginspectorate.gov.uk

26 November 2024

Dear Planning Inspectorate Team

**Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11
Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)
Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested**

As per your letter of 1st November 2024 regarding the above, I can confirm that Draycott and Church Wilne Parish Council are a statutory consultee and we have the following comments that we would like including in the Environmental Statement;

We have found it extremely difficult as none of the council members are experts in this field. It has been a significant challenge to attempt to understand the huge amount of material that we had to navigate to make sense of and to understand what was being expected of us. As councillors we are simply public servants who are ensuring that the interests of our residents and our countryside are listened to and respected. If we are expected to go through something similar in the future, we kindly ask that due consideration is given to the skills of the audience and the amount and complexity of the material under consideration and allow sufficient and reasonable time for a response; four weeks is not a sufficient time to expect a reasoned response to a request such as this.

We believe the following aspects should be included in the final scoping document:

- There appears to be no detailed reference to route EDN-1 (Chesterfield to Ratcliffe-on-Soar) suggesting that this route is not considered worthy of further consideration. We would like to see a more detailed analysis of this route and a clearer explanation of why, if appropriate, this route is no longer part of the planning.
- There has been mention by some people affected along the 'preferred corridor EDN-2' of pylons of 75m in height, not 50m. Our parish sits in flat land in the Trent valley so any structure of 50m let alone 75m will be visible for a considerable distance. Even though the preferred route skirts the edge of our parish it will be visible from the majority of properties and as such will adversely affect their rural view of the horizon and skyline. The inclusion of the relative scale and aesthetic suitability of the final choice should be included. East

Midlands airport is barely 7.0 km from our parish with one of its flight paths passing over our village; has the introduction of such structures in such an area been considered and if so will they require red safety lights which will affect the night sky.

- Our parish has the A6005, a very busy, major arterial road travelling directly through the centre of it which connects Derby and Nottingham which will be affected by any construction work. There are some narrow, minor roads which connect to this which are very close to the preferred corridor which themselves are busy roads which carry traffic up to the major A52. Construction work in this area will have significant impact on traffic flows in this and the surrounding areas as traffic seeks alternative routes and residents suffer the inevitable congestion that will result. For this reason major consideration should be given to the traffic issues during the construction phase.
- Land owners and leasers should be consulted as any work which requires either access though or construction on their land. Grazing and agricultural land will be unusable or restricted during construction and the quality of the land under the pylon or which was traversed by large machinery during construction will likely be adversely affected in terms of its future fertility. It is also entirely possible that hedgerows and drainage courses in this flood plain could be adversely affected.
- It has been proven that time spent in the countryside to enjoy nature has a positive effect on people's mental and physical health. Having industrial structures such as these and the large buzzing/crackling wires they carry which is particularly noticeable on damp days will have a detrimental effect on the natural landscape and consequently on the health of our residents. Whilst there is little research currently available on the effects of large EMF radiation on health it would be wrong to dismiss this aspect on the grounds that there is no evidence on its effects on personal health. It is disingenuous to say it has no effect simply because there is no evidence, reminiscent of the days round the introduction of smoking. Due consideration should be given to this aspect and the proximity of the wires and structures to homes and businesses.

Yours sincerely

A large black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the name of the sender.

On behalf of Draycott and Church Wilne Parish Council

[REDACTED]
Head of Regeneration and Development

Date: 15 November 2024

Planning Inspectorate
Environmental Services
Operations Group 3
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Our Ref: QU\2024\ENQ\0141

*(please quote this reference on all
correspondence with us)*

Dear Sir/Madam

**Re: Application by National Grid Electricity Transmission (the Applicant) for an
Order granting Development Consent for the Chesterfield to Willington
Overhead Line (the Proposed Development)**

Chesterfield to Willington

The LPA have considered the information set out in the letter dates 1st November and
can confirm it has no comments to make.

Yours faithfully

[REDACTED]
Planning Control Manager
Development Control

The Planning Inspectorate

Our ref: XA/2024/100197/01-L01

Your ref: EN0210001

[Via email: chesterfieldtowillington@planning-inspectorate.gov.uk]

Date: 29 November 2024

Dear Sir/Madam

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Thank you for the above consultation which was received on 1 November 2024.

We have reviewed the submitted Chesterfield to Willington Environmental Impact Assessment (EIA) Main Scoping Report, Appendices and Figures (dated October 2024), insofar as it relates to our remit, and we have provided our comments as set out below.

Table 17.1 provides a high-level description of aspects and matters to be scoped into and out of the Environmental Statement (ES), and we broadly agree with this. However, there are a number of environmental aspects which the Scoping Report fails to adequately consider. These topics include: flood risk, groundwater and contaminated land, and fish.

Please see Appendix 1 for further detailed comments and advice, and Appendix 2 for additional informatives.

If you have any queries please do not hesitate to contact me.

Yours faithfully,



Planning Specialist – National Infrastructure Team

Team mailbox: NITeam@environment-agency.gov.uk

Appendix 1: Detailed Comments

Appendix 2: Additional Informatives

Appendix 1: Detailed Comments

Flood Risk and Modelling

Flood Risk

We are generally satisfied with the proposed scope in relation to fluvial flood risk during the construction and operational phases. However, there are some additional environmental aspects which we would like to see scoped in regarding flood risk management assets and reservoirs.

Flood Risk Management Assets

We do not agree with the decision to scope out vibration effects from construction activities in relation to flood risk management assets as shown in Table 14.9. This matter should be scoped in, or justification for its exclusion from the ES provided. We also do not agree with the decision to scope out flood defence failure as detailed in Table 5.9. Flood defence failure should be scoped as the Applicant will cross watercourses.

Proposed infrastructure should be setback from watercourses to allow for future remediation, replacement and the raising of flood assets in the context of a changing climate and increased flood risk. The proposed cable crossing route should consider the adaptability of assets along the watercourse to optimise placement. If underground cabling is chosen, then we would need to agree an appropriate depth to ensure that future flood assets are not constrained by the cables (e.g., sheet piling). Additionally, Section 4.2.5 discusses conductor height. The Applicant will need to ensure that the conductor height allows sufficient space for emergency works and access to flood risk management assets.

We note that exemption two may be applicable to the proposed proximity of infrastructure relative to watercourses. Further details on exempt flood risk activities can be found here: [Exempt flood risk activities: environmental permits - GOV.UK](#)

The Applicant should note that they will need to:

- Survey the pre-works and post-works condition of flood assets that intersect the cable route, with remediate of any defects identified.
- Assess vibration levels for proposed works (i.e. pylon or Sealing End Compound installation) in close proximity to flood assets to identify safe levels of vibration, such that the flood assets are not adversely affected, and ensuring this through real-time monitoring during the works. British Standard 5228-2:2009+A1:2014 may be appropriate in the assessment of vibration.

Flood assets within the Order Limits which are key to the management of flood risk within the area, and for which the cable corridor should seek to circumnavigate, include but are not limited to the following:

- Ambaston Ring Embankment defence
- Shardlow Ring Embankment defence
- Shardlow Coppice embankment defence
- Draycott Front Floodbank

As the proposal develops it would be beneficial for the Applicant to produce and share with us a Crossing Register which details all proposed crossing placements and their type. This would allow us to consult with our Asset Performance teams to ensure that the proposed crossing position is optimal in the context of flood risk and future adaptation of flood assets.

Reservoirs

Section 9.5.6 states that the study area includes small reservoirs and that an assessment of effects on sites would be undertaken in collaboration with ecology and groundwater specialists and reported in Chapter 9: Hydrology and Land Drainage of the ES. While this is welcomed, from a flood risk perspective the Applicant should liaise directly with the undertaker to help assess consequences of dam failure and potential mitigations. If the routing is in close proximity to a reservoir, we would expect flood risk from reservoirs to be scoped in. The Applicant should liaise with the respective undertaker to seek their input and whether the proposed proximity is acceptable. The Proposed Development could potentially alter the risk category of a reservoir.

Separate to the above, we also provide the Applicant with the following advice. For completeness we have reiterated some of the advice that we provided to the Applicant in our response to the Stage 1 Non-Statutory Public Consultation held between May and September 2024.

Proposed Lifespan and Decommissioning

We acknowledge that there are no plans to decommission the project based on National Policy Statement EN-5 paragraph 2.1.4, which states that nationally significant electricity networks are likely to have an ongoing function, subject to maintenance and reinforcement works. While we find it reasonable that decommissioning has been scoped out of the ES, we would recommend that the Applicant assumes a conservative estimate for the proposed lifespan.

If the Project (or aspects of the Project) are to be decommissioned, an assessment should be undertaken to ensure this is safe and doesn't leave a negative lasting effect on the flood risk of the site and surrounding area or cause increased risk whilst decommissioning.

Development in Flood Zones

Large parts of the proposals are located within Flood Zone 2 and 3, which is land assessed as having between a 1 in 100 and 1 in 1,000 annual probability (1% - 0.1%) and land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any given year. Other parts are located within Flood Zone 1, which is land defined as a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%) in any given year.

For essential infrastructure to be permitted within Flood Zone 3, the proposal will need to pass the Sequential and Exception Tests.

Where development is located within Flood Zone 3b (functional floodplain), essential infrastructure that has passed the Exception Test should be designed and constructed to:

- Remain operational and safe for users in times of flood.
- Result in no net loss of floodplain storage.
- Not impede water flows and not increase flood risk elsewhere.

The development should remain operational during the design flood plus climate change flood event. We welcome the decision to scope in flood risk when reviewing operation to ensure the proposed development is functional in times of a flood and remains safe.

We advise that the Applicant should identify the areas of Flood Zone 3b to help inform the sequential approach to locating infrastructure.

Flood Risk Assessment (FRA)

Section 2.2.20 states that an FRA will be submitted in support of the Development Consent Order (DCO) application. It would be advisable to provide a draft FRA prior to submission with the ES.

Floodplain Storage

Section 4.5 describes how the Project will be constructed and details aspects of this including the installation of roads, access widening, bellmouth(s), pylon working area(s) and joint bays. It should be noted that each of these aspects could lead to an increase in impermeable area, a loss of floodplain storage and act as an impediment to flood flow routes. They should be assessed to ensure that they do not adversely affect flood risk. Additionally, it is stated in Section 4.7.3 that interlocking trackway panels may also be required. This could increase the impermeable area and should be mitigated for in terms of flood risk.

Navigable Watercourses

Navigable watercourses within the Order Limits include but are not limited to the River Trent and the River Derwent. It should be noted that watercourses (e.g. canals) may be the responsibility of other stakeholders and the respective stakeholder should be contacted regarding whether the watercourse needs to remain navigable.

Culverts

It is stated in Section 4.5.5 that construction of the overhead line will require the installation of access tracks including culverts. We would oppose the culverting of any watercourses and instead prefer the installation of a clear-span bridge crossing. This is in line with the Environment Agency's anti-culverting policy and our position is supported by paragraphs 2.10.87 and 2.10.88 of National Policy Statement EN-3, which state that culverting existing watercourses should be avoided and where culverting for access is unavoidable, applicants should demonstrate that no reasonable alternatives exist and where necessary it will only be in place temporarily for the construction period.

We will normally only grant a permit for a culvert on a main river if there is no reasonably practical alternative, and if the detrimental effects would be sufficiently minor that a more costly alternative would not be justified or there are reasons of overriding public/economic interest.

Further information should be provided on where culverts are proposed and whether proposed crossings are temporary. The Applicant should also justify why a clear span bridge is not feasible. The Applicant should also note that watercourse crossings including culvert installation will likely require hydraulic modelling and they will need to demonstrate how this relates to flood risk. Please see Appendix 2 for additional information on culverts.

Watercourse Crossings

Section 9.7.11 explains how on completion of the construction of the Project, it is assumed that temporary access crossings of watercourses would be removed. We would require a commitment to the removal of crossings as this being assumed in the assessment of likely significant effects. Based on this, the hydromorphology of watercourses for all phases should be scoped in until this is known.

Underground Cable Crossings

Section 1.1.5 details the Project's likely components and this list includes installation of underground cabling using open cut and trenchless techniques such as horizontal directional drilling (HDD). Non-intrusive/trenchless methods should be used for underground cable crossing of main rivers and drill and launch pits should be placed outside of the design flood extent where possible. A minimal impact trenchless

method may also be appropriate for ordinary watercourses, this will require further consultation with the inclusion of the Lead Local Flood Authority (LLFA)/Internal Drainage Board (IDB), where applicable.

Sequential Approach

In accordance with the National Planning Policy Framework (NPPF) and the Sequential Test, development should apply a sequential, risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impact of climate change, to avoid (where possible) flood risk to people and property. The Project should take a sequential approach where it can, if there are any opportunities for development to be located outside of Flood Zones 2 and 3 and into Flood Zone 1, this should be prioritised.

The Applicant should apply a sequential approach to the placement of infrastructure within the Order Limits, positioning the most vulnerable components to the areas of lowest flood risk. Considering the Construction Phase, welfare facilities, security cabins, storage compounds for plant equipment, materials, construction compounds and so forth should be positioned outside of the 1 in 100-year flood extent where possible. Compounds, satellite compounds and storage of topsoil (as mentioned in Sections 4.5.3, 4.5.4, 4.5.11) should all be positioned in a sequential way.

Flood Storage Compensation

Flood storage compensation will be required for structures, or changes in ground level, within the design flood plus climate change flood extent. This should be:

- Level-for-level
- Volume-for-volume
- Localised
- Shown to achieve net gain where possible
- Demonstrated to not inhibit flood flow routes

Substation

The proposed substation should be assumed to be a part of the proposal until it is excluded. This will help to ensure early consideration of likely significant effects. It would be preferential for the substation to be placed within Flood Zone 1. The finished floor level of sensitive equipment (e.g. the substation) should be 600mm above the design flood plus climate change flood level.

Scaffolding

Section 4.5.24 states that temporary scaffolding would be installed during construction. Scaffolding panels below the design flood level should be fixed in place. Scaffolding should not impede flood flow routes and be designed to be safe during the design flood event.

Monopiles

Section 4.2.13 discusses pylon type and design. If steel monopiles were proposed for watercourse crossings we would require a robust justification and an understanding of the limitations.

Climate Change Resilience Design and Control Measures

We would welcome further discussion on the proposed design and control measures identified in relation to flood risk for receptors during the construction and operational phases in Table 5.11 to agree design parameters going forward.

Good Practice Mitigation Measures

The likely good practice mitigation measures relevant to hydrology and land drainage are presented in Section 9.6.5. We require a commitment to the proposed mitigations if they are being assumed in the assessment of likely significant effects.

Magnitude

The criteria for assigning impact magnitude is shown in Table 9.4. We wish to point out that any increase in flood risk is not acceptable, therefore an increase in peak flood level should be considered significant.

Communities Sensitive to Flood Risk

Following recent flood events, we would like to highlight sensitive communities and areas within the proposed cable corridor:

- Kilburn
- Rawsons Green
- Coxbench
- Little Eaton

Where the corridor crosses River Derwent there is a large area of Flood Zone 3, and a large area of Flood Zone 3 between the River Trent and A5132 in the south.

Climate Change

The proposal will need to consider the future flood extent of the design flood plus climate change scenario. Climate change projections will be influenced by the proposed design life of the development. The developer will also need to consider the Credible Maximum Scenario in the context of climate change. Guidance on this can be found here: [Flood risk assessments: climate change allowances](#).

Projects within the Area

For awareness, ongoing or upcoming developments within the cable corridor include but are not limited to the following:

- Thulston development - West of A6, Elvaston, Derbyshire (NGR: SK4000531954).

- Infinity Park south of Derby (approximately NGR: SK3571531066)
- Ambaston Ring Embankment defence – which may be upgraded as part of the Our City Our River (OCOR) scheme.

Flood Modelling

Climate Resilience

Section 5.16 implies that climate resilience will be scoped out of the ES, despite Chapter 9 (Hydrology and Land Drainage) implying impacts of climate change on fluvial flows and surface water will be considered. For avoidance of doubt please note that the impact of climate change on fluvial and surface water flood risk sources must be considered. As the construction phase is proposed to commence in 2028 and finish in 2032 it would be appropriate to use present day estimates for design flows. However, if there is any slippage in the programme or the construction period extends in duration, this should be evaluated with respect to climate change uplifts for the 2020s epoch.

Hydraulic Modelling

It is noted in Table 9.2 that where applicable existing Environment Agency hydraulic models will be reviewed to determine their limitations and whether any additional modelling is required. This is welcomed. For reference, when reviewing hydraulic models or building new ones please consult the guidance on using modelling for FRAs available online at: [Using modelling for flood risk assessments - GOV.UK](#).

Table 9.2 also describes how modelling will use the latest climate change guidance and acknowledges the requirement for floodplain compensation which will be considered when developing flood mitigation measures. This is welcomed. Please note, the latest available guidance on climate change with regards to fluvial flows and rainfall is available online at: [Flood risk assessments: climate change allowances - GOV.UK](#).

Impacts on Flood Flows and Storage

It is noted in Section 9.6.5 that storage of materials during the construction phase will be done in such a way as to avoid barriers to floodplain flows. With regards to haul roads, access tracks, and works compounds, the potential impact on surface water and mitigation is described. The impact on flood flows and storage however is not described. Where construction materials, compounds, and access roads have the potential to influence flood flows and storage, this impact should be quantified through hydraulic modelling and appropriate mitigation put in place. Where a loss of floodplain storage is noted, this should be compensated for.

Watercourse Crossings

It is positive to read in Section 9.6.6 that additional mitigation measures for hydrology and land drainage will include freeboard between water levels and crossing structure

soffits. Bridge soffits should be 600 millimetres above the design flood level. The design flood level will depend on the period for which the bridge is in place. If bridge crossings are permanent, then typically for fluvial watercourses this would be the 1 in 100 year plus climate change scenario. For temporary crossings during the construction phase this would likely be the present day 1 in 100 year water level, although this will be dependent on the period for which the crossing is in place.

Magnitude of Impact

With regards to impact magnitude as described within Table 3.71 within the Design Manual for Roads and Bridges (DMRB) which is presented in Table 9.4 of the Scoping Report, increases in peak flood levels of less than or equal to 10 millimeters are described as negligible. It should be noted that the classification presented within this table is slightly at odds with the NPPF which details that there should be no increases to flood risk elsewhere because of new development. Any impacts to flood risk will need to be reviewed on a case-by-case basis as the spatial extent of any increase is also an important consideration not just the magnitude of any increase in peak water levels. Furthermore, considerations around modelling precision may also influence what is classed as an observable increase or impact versus what might be attributable to model precision limitations and instability. There is a section on the impacts on off-site flood risk within the guidance on undertaking modelling for flood risk assessments which should be consulted and provides some useful considerations. This is available online at [Using modelling for flood risk assessments - GOV.UK](#).

Unmodelled Watercourses

There are several watercourses which bisect the preferred corridor extent shown on the map in Appendix B that have no associated Flood Zones. This is due to the small size of their respective catchments. There may be flood risk associated with these watercourses, but it is just not modelled or mapped as a catchment area of 3km² was the de minimis in the generalised 2D modelling used to determine the extent of Flood Zone 2 and 3 where no detailed hydraulic modelling is available. The Risk of Flooding from Surface Water (RoFSW) can give an initial indication of flood risk associated with small watercourses; however, this is broadscale modelling and does not consider the effects of climate change. Consideration should be given to this when assessing flood risk to the Proposed Development during the construction and operational phases and catchments of less than 3km² should be assessed for fluvial flood risk.

Model Data

The proposed corridor spans the Yorkshire and East Midlands Environment Agency area boundaries. Existing hydraulic modelling information held by the Environment Agency for the East Midlands can be obtained via emdenquiries@environment-agency.gov.uk. For the Yorkshire area, which is the corridor area to the northeast of

Stetton (439400, 361600), any available modelling information can be obtained via neyorkshire@environment-agency.gov.uk.

Flood Modelling and Data

The Applicant should consider fluvial flood modelling for watercourses which intersect with the Study Area to better understand fluvial flood risk. Additionally, where the corridor is at risk of tidal flooding, breach and overtopping modelling may need to be assessed. It is important to note that some of our model data is old and may present limitations. Even the data which is more recent may not be suitable for the purposes the Applicant may wish to use it for and should modelling work be required in connection with the activities, it will be necessary to check that the data used represents current risk, uses the latest available datasets, complies with current modelling standards, is at a scale suitable for the assessment being undertaken, captures the detail required for a site-specific assessment, and makes use of current climate change allowances.

All of our models are built for our own specific purposes and are made available as is. It is the responsibility of all applicants to ensure that the models are fit for their intended purposes and in line with the following government guidance:

[Using modelling for flood risk assessments - GOV.UK](#)

[River modelling standards: who they're for and how to use them - GOV.UK](#)

[River modelling: technical standards and assessment](#)

If modelling is used to support an application, then it will need to be reviewed and confirmed as meeting the above standards.

The Applicant should review both our fluvial and tidal hazard mapping to gain an understanding of the possible risks of a flood event and assess the necessary mitigation and protection needed.

Please be aware that:

- Environment Agency models are not designed to assess third-party developments. The developer should not assume that the model is suitable for assessing the flood risk associated with the proposed development.
- It is the developer's responsibility to assess the suitability of a model for the project.
- The developer should provide evidence of any modelling checks and subsequent updates and document these in the FRA model reporting.

Note that if the catchment size is less than 3km², then the flood risk may not be represented by the Flood Map for Planning and that there may exist an “evidence-gap”.

Hydraulic models which the developer should consider, include but are not limited to the below:

- Derbyshire Trent Environment Agency Revision 2021
- Cuttle Brook JBA May 2006
- River Derwent Derby OCOR Binnies 2023
- Bottle Brook, B&V January 2012 & Bottle Brook Climate Change Scenarios Environment Agency 2021
- River Amber – Amber Climate Change Scenarios Environment Agency 2021
- Alfreton Brook Capita Symonds 2005
- Ock Brook Climate Change Scenarios Environment Agency 2021
- Middle and Lower Don 2018 - please note this has had a 2024 recalibration which will soon be available for use.

Please direct requests for all models stated above to EMDenquiries@environment-agency.gov.uk, excepting the Middle and Lower Don 2018 model which can be requested from neYorkshire@environment-agency.gov.uk.

Watercourses within the cable corridor for which the Environment Agency does not have modelling include the Repton Brook and Calow Brook. If these are to be crossed hydraulic modelling may be appropriate.

As the Flood Map for Planning is not presently being updated until the publication of NaFRA2, we would like to highlight the following areas where flood risk may have recently changed:

- The Derwent area to the east of Derby – it is understood that new flood extents will be made available when the proposal progresses, and they are requested.
- A small patch on the bank of the Doe Lea closest to the Order Limits (approximate national grid reference: SK4601067254).

Groundwater and Contaminated Land

In general, we are satisfied with the proposed scope of the ES in relation to groundwater and contaminated land. However, we would wish to see the below issue scoped in regarding construction impacts on the groundwater regime.

Impacts to Groundwater Regime Resulting from Construction

Section 9.7.6 states that despite excavation work for the deep foundations associated with the substation potentially impacting groundwater regime, this is

unlikely to have a significant effect and as such will be scoped out of the ES. This impact should be scoped in. Our reasoning for this is that the substation foundations will be a permanent structure, meaning any change to the groundwater regime may extend beyond the construction phase. There are numerous groundwater abstractions near to the Wellington substation which could be affected by this construction work. Section 9.7.6 also mentions changes in the groundwater regime due to excavation for underground cabling. For clarity, we are satisfied that these specific impacts can be scoped out.

Separate to the above, we wish to raise a number of matters for further consideration.

Maintenance Work

The Applicant has made the decision to scope out maintenance works discussed in Sections 10.7.20 and 10.7.26. The Applicant should be aware that without adequate controls, maintenance works to structures, underground cables and infrastructure could have an impact on groundwater quality. We are satisfied that this can be scoped out, providing that management of any subsurface maintenance works is covered in the construction phase assessment in the ES, as equivalent controls can be used during operation. Maintenance work should be carried out using the same controls as outlined in the Code of Construction Practice (CoCP) for construction works.

Piling

We agree with the discussion in Sections 10.7.23 and 10.7.24, and are pleased to see that likely significant effects from the mobilisation of existing contamination are scoped in for further assessment in the ES. We suggest that piling should be specifically mentioned here, and we would like to see a land contamination Preliminary Risk Assessment (PRA) as a minimum.

Legislation

Relevant guidance for groundwater and contaminated land is listed in Section 10.3.6. We recommend that the Environment Agency's [Groundwater protection position statements](#) are added to this list.

Construction (Design and Management) (CDM) Regulations 2015

While we support reference to the Project working in line with the CDM Regulations 2015, the Applicant should note that these are designed to protect human health. They do not apply to ecology, hydrology and hydrogeology.

Major Accidents and Disasters

We would advise that disturbance of contaminated land designated as a special site under section 78C of Part 2A of the Environmental Protection Act 1990 should be included under Major Event 6.0 in Table 5.9.

Additionally, although Table 5.9 (6.5 Energy industry/fuel filling stations) states existing petrol filling stations have been identified within the Scoping Boundary, it does not state if historical filling stations and similar sites have been identified. As such, the number and location of these is unknown; the control measures identified provide no mitigation for encountering such a site. We consider that further work may be required and would recommend that the Applicant carries out a land contamination desk study/PRA with a full review of site history.

Ground Investigation Work

We are pleased to see that the construction phase will be preceded with ground investigation works, as shown in Section 4.5.5. We recommend that this is conducted sufficiently early to allow for chemical testing of soils and groundwater, and monitoring groundwater levels over time, in line with industry guidance (listed in Section 10.3.6).

Groundwater Flooding

We do not agree with Section 9.5.15 in that it states risk of groundwater flooding is considered to be low (in relation to use of underground cables) due to the presence of a Secondary A aquifer and predominately unproductive superficial deposits. This geological setting is not representative of the site. No part of the site has unproductive aquifer in the superficial deposits (see Section 10.5.7, Table 10.3). The geology along the route is highly variable, including locations with a Principal bedrock aquifer and no superficial deposits. Groundwater flooding can occur in superficial and bedrock aquifers and the Applicant should note that aquifer designation is not a direct indicator of likelihood of groundwater flooding.

We suggest the Applicant reviews historical borehole records (such as in Appendix 10, A10 D.3, and others from this source), and monitors groundwater levels during site investigation works to assess the likely groundwater regime.

Good Practice Mitigation Measures

It is positive to read the good practice measures relevant to hydrology and land drainage discussed in Section 9.6.5. For completeness, and to avoid oversight, we suggest that measures are also taken to prevent infiltration into ground as well as runoff to watercourses. This is especially relevant where the site is underlain by Principal and Secondary A aquifers. Similarly, Sustainable Drainage Systems (SuDS) (discussed in Section 9.6.6) need to be designed to avoid infiltration of potentially contaminated matter into groundwater.

Moreover, we welcome the good practice measures outlined in Section 10.6.5. The Applicant discusses a protocol in the event of unexpected contamination being discovered during the construction phase. Consideration should be given to including a requirement for stopping working within the identifiable bounds of the affected area until further investigation has been carried out and any remediation has been

completed. This helps reduce the risk of contamination spreading beyond its bounds, or not being dealt with appropriately if other works continue in the area.

Preliminary Geotechnical Risk Register

Although Appendix 10 does not form part of the formal Scoping Report, we offer the following comments relating to contaminated land in the Preliminary Geotechnical Risk Register (10A 4.2, Table 4.5):

- We agree with hazards and control measures outlined, but it is important to note that this report is different from a contaminated land desk study which we would also like to see.
- The consultant has identified the location of active permitted waste and authorised landfill sites, but we recommend that they also review a database of historical landfill sites, which is not included in this study.
- The consultant discusses faults in geology, the presence of shallow groundwater, and the location of Principal aquifers underlying the cable route. All of these are susceptible to contamination, or act as migration pathways, therefore we suggest this be included as a consequence of those hazards.

Land Contamination PRA

While we agree with the proposed data gathering methods outlined in Section 10.8.1, we would also like to see a PRA, including a Conceptual Site Model using the Source-Receptor-Pathway approach. The Applicant refers to Environment Agency Land Contamination: Risk Management (LCRM) and BS10175+A2:2017 Investigation of potentially contaminated sites Code of practice in Section 10.3.6 when listing relevant guidance (specific to geology and hydrogeology) that has informed the Scoping Report and will inform the assessment within the ES. However, Section 10.3.6 does not specifically mention a PRA, nor does it follow the approach suggested in the guidance. The High-Level Geotechnical Desk Study (Appendix 10) does not serve this purpose. Some of the matters listed in Section 10.8.1 could be included in the PRA.

Additionally, it is understood that aerial imagery was used to identify potentially contaminated land uses and inform the examples mentioned in Section 10.5.39. It is not appropriate to use aerial imagery alone to identify historical or current land uses. The map produced (Volume 3, Figure 10.6) is of limited value without supporting information. We wish to see a detailed review of historical land uses, which can be done with a combination of historical mapping and a commercially available database. This can be included in the PRA.

Watching Brief Protocol

The watching brief protocol outlined in Section 10.7.25 (and relating to matters discussed in Section 10.6.5) should extend to all intrusive works including piling. Ground workers will need to have some basic training and induction in identification

of contamination, as otherwise it could easily be missed. We are satisfied this can be scoped out, providing that all other measures are in place, and sufficient investigation works are carried out pre-construction to minimise the potential for encountering contamination during construction.

Historic and Active Landfill Sites

It is stated in Appendix 10A, Section 2.2.1 that no historical landfill sites are located within the corridor. This is not true and contradicts information in the main Scoping Report. No reference is given to support this statement. The reference given for information about active landfill sites [13] does not apply. The consultant should refer to: <https://www.data.gov.uk/dataset/17edf94f-6de3-4034-b66b-004ebd0dd010/historic-landfill-sites> or submit an information request to the Environment Agency.

Furthermore, in Appendix 10A, Section 3.1, it is stated that there are two active permitted sites in the area. This contradicts Appendix 10A, Section 2.2.1 where only one is mentioned.

Assessment of In-Ground Constraints in Heatmapping

For completeness, Appendix 10A, Table 3.2 should mention that contaminated land can also have a detrimental effect on groundwater. Where it states mitigation measures may be required for intrusive ground investigations and construction activities within principal aquifers (Appendix 10A, Table 3.2), the Applicant should note that this also applies to works within Secondary A and Secondary B aquifers, in both bedrock and superficial deposits.

Aquifer Designation

Within Volume 3 there is no figure showing aquifer designations (superficial or bedrock). This is not essential, but it might be beneficial to have a visual representation of their distribution. For clarity, aquifers are discussed in 10.5.7 and 10A and we are satisfied that the Applicant has considered their presence and included them in risk classification.

Fish

In general, we agree with the proposed scope of the ES in relation to fish. However, there are some additional environmental aspects which we would like to see scoped in regarding impacts of electromagnetic fields (from cabling), and from piling activities.

Impact of Electromagnetic Fields (EMFs) on Fish

While we are pleased to read in Table 7.11 that impacts to fish during both the construction and operation phases have been scoped in for further assessment. The impacts on fish from EMFs from cable crossings under watercourses should be

scoped in for the operation phase. It is possible that the EMF generated by underground cables can impact on the migratory behaviour of fish both for spawning and daily in river migration for food and shelter. There is evidence that EMF may also impact the development of fish eggs and fish fry. The Environment Agency's current position is that in the absence of conclusive evidence of no impact, the precautionary principle should be adopted. We advise that cables are insulated/dug deeper or whatever is required so they emit no likely detectable electromagnetic fields to receptor species. We look forward to receiving the additional EMF report as detailed in Table 7.3.

Piling

Section 4.5.20 states that the foundations for the pylons may need to be piled and that any piling works would be undertaken using specialist plant (rigs) to bore (drill) or drive (via a percussive hammer) piles. If piling is to be carried out near a watercourse, an impact assessment on fish should be included within the scope of the ES. Percussive piling can create noise that has the potential to cause permanent injury, death and/or a behavioural impact on fish. We would encourage the Applicant to use vibration piling or silent piling near watercourses. Consideration should also be given to the timing of any piling activities to avoid sensitive migratory and spawning periods of fish.

Separate to the above, we also provide the Applicant with the following advice.

Construction Noise

We are pleased to read that the impacts of noise on fish have been scoped in for further assessment. As discussed above, activities such as piling and directional drilling can have a behavioural impact on fish which have the potential to disrupt both migration and spawning, and cause avoidance to key areas of habitat. We would expect to see high level mitigation detailed in the Preliminary Environmental Information Report (PEIR).

Baseline Data

Environment Agency fish survey data should also be included as part of the desk study to inform the baseline conditions and as such should be included in Section 7.5.1. There are records of sea/brown trout (*Salmo trutta*) in the Bottle Brook (tributary of the River Derwent) as well as in the Alfreton Brook (tributary of the River Amber). Barbel (*Barbus barbus*) should also be mentioned as an Annex V species under the Habitats Directive. Barbel are present in both the River Derwent and River Trent.

Runoff

It is positive to read in Section 7.6.7 that pollution prevention plans (or equivalent) will be drawn up and detail how surface water will be protected during construction and operation. Such pollution prevention plans should include the control of fine

sediment runoff into watercourses, as a result of construction activities. Fine sediment in watercourses is known to disrupt fish spawning by smothering spawning habitat and it can also clog gill lamellae.

Lighting

Illuminating watercourses should be avoided as anthropogenic lighting can disrupt fish migratory behaviour.

Fish Surveys

We agree with the proposed approach to fish surveys detailed in Table 7.9. We suggest that for minor waterbodies, a habitat assessment is completed first in order to ascertain whether it is suitable for fish (i.e. it is permanently wet and hydrologically linked to main watercourses).

Biodiversity

We are satisfied with the proposed scope and content of the ES in relation to biodiversity. We would like to provide the Applicant with the following advice to the aid with an accurate assessment.

Watercourse Crossings

Sections 4.5.15 and 4.5.16 state that culverts may need to be installed for temporary access tracks to cross ditches and watercourses, and where this is not possible a temporary bridge would be installed. The Environment Agency is generally opposed to culverting as it can damage habitats, interrupt wildlife corridors and disrupt river continuity. Both temporary culverting, and temporary bridges, can result in adverse impacts on water bodies and be detrimental to nature conservation.

Installation of Underground Cables

It is positive to read in Section 4.5.50 that trenchless installation may be to cross watercourses. It should be noted that a Bentonite breakout plan may be required, where relevant.

Biodiversity Net Gain (BNG)

We are pleased to read in Section 7.3.8 that the 10% minimum BNG is being considered as part of the project. We note that engagement has already started on this and we look forward to furthering engagement to ensure that the right BNG is delivered in the right place, and that a range of objectives can be aligned to deliver multifunctional benefits.

The Watercourse Metric is an opportunity to deliver watercourse enhancements and should be aligned with River Basin Management Plans (RBMP), Local Nature Recovery Strategies (LNRS), Water Framework Directive (WFD) objectives/mitigation measures, and Catchment Plans.

We look forward to reviewing the River Condition Reporting Sheet, the Habitat Management and Monitoring Plan, and the River Condition Assessment (RCA) data downloads of condition indicators.

Invasive Non-Native Species (INNS)

Section 7.5.20 states that American mink were identified as being present within the Scoping Boundary. We would encourage a catchment-wide mink management/eradication plan/programme included in any mitigation for water voles.

Surveys

The Scoping Report does not specify if RCAs are being carried out. If they are being carried out, they should be listed in Table 7.9.

White-Clawed Crayfish

It is positive to read in Table 7.11 that White-Clawed Crayfish have been scoped in for both the construction and operation phases and that biosecurity measures will be applied as part of the good practice mitigation measures for the Project as detailed in Section 7.6.7.

Additional Mitigation Measures

As detailed in Section 9.6.6, we are pleased to see SuDS incorporated into the Proposed Development and would welcome input into their design. As proposals develop, we would welcome further details on any proposed watercourse mitigation measures and we look forward to receiving the WFD Assessment in due course.

Geomorphology

We are satisfied with the proposed scope in relation to Geomorphology. We are pleased to read in Section 9.7.10 that impacts on hydromorphology have been scoped in due to design details being unknown. We are also satisfied with the decision to scope out operational effects on hydromorphology as detailed in Section 9.7.11 as watercourses will be reinstated following removal of temporary crossings and for lack of significant issues during operation.

We would like to provide the Applicant with the following advice to the aid with an accurate assessment.

General Considerations Regarding Watercourse Crossings

The following are general guiding principles to consider when designing watercourse crossings to avoid negatively affecting geomorphology and natural processes:

- Avoid unnecessary interference with natural processes. For instance, encourage use of trenchless techniques such as Micro-tunnelling, HDD and

use of Tunnel Boring Machines (TBMs) to minimise the likelihood of pipes/cables entering the water environment.

- Ensure watercourse crossing design is informed by assessment of fluvial processes and geomorphology. For example, the active nature of the channel concerned as launch sites for HDD or other trenchless methods should be located to allow natural processes (i.e. channel movement and vertical deepening) to continue without risk of exposing cabling/ducting.
- Avoid designs which present legacy risks to natural processes and geomorphology beyond the project lifespan. For example, infrastructure such as access tunnels/pipelines/cables which are left in-situ after decommissioning could be exposed by future river movement, becoming an impediment to natural processes.
- Consider opportunities to deliver WFD mitigation (and BNG uplift) measures as part of the design.
- Avoid preventing delivery of mitigation measures. For example, bringing pipelines/cables to surface level in floodplains earmarked for future river restoration should be avoided.

Further guidance on river crossings can be found in the following document:
[Engineering in the water environment: good practice guide - river crossings \(SEPA.org.uk\)](https://www.sepa.org.uk/publications/Engineering%20in%20the%20water%20environment%20-%20good%20practice%20guide%20-%20river%20crossings)

Culverts

Section 4.5.15 states culvert installations would be required for temporary access tracks to cross ditches and watercourses. It should be noted that culverts and piped/flumed crossings can act as flow restrictors, leading to back-up of water flow, upstream flooding, and potentially bank erosion, outflanking and avulsion. Use of culverts can also interrupt wildlife passage and damage in channel sedimentary features/morphology. The Environment Agency recommends that open span bridges or, at the very least, arched/3 sided culverts (which do not interfere with the channel bed and are of sufficient size that flow is not significantly interrupted) are utilised instead of culverts. For temporary crossings, we would recommend the Applicant opts for “bailey bridge” type or scaffold crossings with abutments set back from the bank top and no in channel supports. Should existing culverted piped/flumed crossings need to be upgraded, the Applicant should consider replacing these with greater-capacity/less restrictive arched or open-span crossings. Please see Appendix 2 for further information on culverting.

Water Resources

The Scoping Report provides no scoping of water resources impacts. There are no activities included in the project description which identify a supply of water and subsequently, impacts to potential sources of supply have not been scoped in. We provide the following advice in relation to water resources.

Construction phases for projects of this scale often include (but are not limited to):

- Measures employed for dust suppression
- Domestic and potable water supply to welfare stations
- Wheel/machinery wash down
- Concrete production/batching
- Bentonite clay mixing and driving HDD
- De-watering below ground excavation

Abstraction

Groundwater abstraction availability may vary at different locations in the cable route. Where there is no availability, any dewatering may need to demonstrate that it is non-consumptive (returned to the same source of supply) in order to obtain an abstraction licence. Further information on dewatering can be found in Appendix 2.

Surface water abstraction licenses may be subject to conditions which restrict access to water to periods outside of low flows. The use of surface water on site may therefore need to consider on site storage to meet demand outside of these periods.

More information can be found in the [Abstraction licensing strategies](#) for the relative catchments where activities requiring abstraction of water are located within them.

Water Supply

We recommend that the availability of public water supply to any non-domestic development activity be explicitly checked with the water company.

We recommend that a basic water supply strategy be undertaken at the EIA stage to establish water demands and options for sources of supply. This can help to identify potential obstacles early on and may affect the design or construction process. Establishing what restrictions there are and evaluating the impacts to both surface water and groundwater bodies will also help to expedite the permitting process later on.

Water Quality

We are satisfied with the proposed scope of the ES in relation to water quality and are pleased to note that Table 9.2 acknowledges that the Environment Agency's comments relating to water quality provided in the Stage 1 Public Consultation will be considered and assessed as part of the ES.

We would like to provide the Applicant with the following advice to the aid with an accurate assessment.

Legislation

The key legislation considered in the scope of effects on hydrology and land drainage outlined in Section 9.3.1 should include the Environmental Permitting Regulations (England and Wales) 2016.

Waste

With regard to landfill sites, we are satisfied with the proposed scope of the ES. It is positive to read in Table 10.6 that disturbance and mobilisation of existing contamination will be scoped in for the construction phase. The Scoping Report correctly identifies the authorised and historic landfills within the project area and details these in Sections 10.5.39 to 10.5.54.

Separate to the above, we also provide the Applicant with the following advice.

Works in or Around Existing or Former Waste Facilities

Any works required in or around existing or former waste facilities should be subject to compliance with relevant waste permits for that site or a registered exemption. If no such authorisation is in place and involves the formation or production of waste materials that are required to be disposed of, then this could be considered as waste generated on site, that would need to be transported by a registered waste carrier and disposed of at a permitted waste facility.

If any works associated with the Proposed Development look to expose previously deposited wastes, for example any previous landfilling activities, a site-specific risk assessment and comment would be required, which may also include the need for an environmental permit and/or planning permission separately. We would advise the Applicant contacts the relevant Local Planning Authority and Environment Agency Area Landfill team, where necessary.

Opportunities for Partnership Work

We have identified potential works on the Calow Brook catchment (within the Project area) for WFD improvements to reduce rural diffuse pollution and also Natural Flood Management (NFM) work in this catchment which could reduce flood risk to Chesterfield as part of the Flood and Coastal Risk Management work following Storm Babet.

The Environment Agency has a partnership covering the Doe Lea catchment which covers the area around Junction 29 of the M1 which drains to the Doe Lea. A catchment plan for this area is in development (looking for Water Environment Improvement Fund (WEIF) funding for 2025/2026) working with key partners Don Catchment Rivers Trust, Derbyshire Wildlife Trust, National Trust, Derbyshire County Council and others. We have some outline plans from a previous project with National Trust where the key objectives were to improve river morphology, fish passage and reduce rural diffuse pollution. We aim to develop this into a landscape scale project. We are also looking for NFM opportunities within the Doe Lea which will contribute to our catchment-wide Source to Sea initiative to reduce downstream flood risk and have put forward the catchment as a potential area for joint working with the National Highways environment programme. We would welcome the opportunity to discuss projects based in this area with the Applicant to identify potential areas of engagement.

Appendix 2: Additional Informatives

Culverts

Although the Environment Agency are generally opposed to culverts and would be unlikely to permit culverts on main rivers, it would ultimately be up to the LLFA/IDB to consent culverts on non-main rivers, where applicable. Further information on permissions relating to ordinary watercourses can be found here: [Check if you need permission to do work on a river, flood defence or sea defence - GOV.UK](#).

Fish Surveys

Any fish surveys other than with rod and line will require written permission from the Environment Agency under the Salmon and Freshwater Fisheries Act 1975.

Dewatering

If dewatering is required, it will require an abstraction licence if it doesn't meet the criteria for exemption in [The Water Abstraction and Impounding \(Exemptions\) Regulations 2017 Section 5: Small scale dewatering in the course of building or engineering works](#). It may also require a discharge permit if it falls outside of our [regulatory position statement for de-watering discharges](#).

Regarding dewatering of excavations, RPS261, Temporary dewatering from excavations to surface water [Temporary dewatering from excavations to surface water: RPS 261 - GOV.UK](#) is available if the conditions can be complied with. If not, an EPR regs permit will be required [New bespoke environmental permit: application forms \(England\) - GOV.UK](#).

Please note that the typical timescale to process a licence application is 9-12 months. The Applicant may wish to consider whether a scheme-wide dewatering application rather than individual applications would be beneficial. We suggest talking to our National Permitting Service early in the project planning.

Discharge to Groundwater

The Applicant may also need to consider discharge of groundwater, especially if it is contaminated. More information can be found here: [Discharges to surface water and groundwater: environmental permits - GOV.UK](#).

Groundwater Activity Permit

The use of drilling muds for the directional drilling may require a groundwater activity permit unless the 'de minimis' exemption applies. Early discussion about this is also recommended.

Flood Risk Activity Permits (FRAPs)

It is noted that the developer may be a protected undertaker, for which exemptions could apply. Further information regarding this can be found here: [Exempt flood risk activities: environmental permits - GOV.UK](#)

If any of the works are likely to require a FRAP under the Environmental Permitting Regulations, we recommend that the Applicant informs the Environment Agency whether they are seeking disapplication at the earliest opportunity.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- On or within 8 metres of a main river (16 metres if tidal).
- On or within 8 metres of a flood defence structure or culvert (16 metres if tidal).
- On or within 16 metres of a sea defence.
- Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert.
- In a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549.

The Applicant should not assume that a permit will automatically be forthcoming once a DCO has been granted, and we advise them to consult us at the earliest opportunity.

Waste on Site

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

Waste to be Taken Off Site

Contaminated soil that is, or must be, disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12-month period, the developer will need to register with us as a hazardous waste producer. Please refer to our website at www.gov.uk/government/organisations/environment-agency for more information.

From: [REDACTED]
To: [Chesterfield to Willington](#)
Subject: Erewash Borough Council
Date: 05 November 2024 13:10:47

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To the Planning Inspectorate

Thank you for consulting Erewash Borough Council on the scoping opinion for the Environmental Statement to support the Chesterfield to Willington Electricity Transmission scheme.

Erewash Local Planning Authority has no comment to make on this scoping opinion.

[REDACTED]
Head of Planning & Regeneration
Erewash Borough Council

This email is security checked by Erewash Borough Council and subject to the disclaimer on webpage:
<https://www.erewash.gov.uk/privacy.html>

From: [REDACTED]
To: [Chesterfield to Willington](#)
Subject: Chesterfield to Willington Overhead Line EIA Scoping - EN0210001
Date: 28 November 2024 11:56:34
Attachments: [image001.jpg](#)

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Thank you for consulting the Forestry Commission on this proposal.

We note there are numerous Ancient Woodlands within the proposed site area.

Ancient Woodland:

Ancient woodlands are an irreplaceable habitat. They have great value because they have a long history of woodland cover, being continuously wooded since at least 1600AD with many features remaining undisturbed. This applies equally to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS).

Section 5.4.32 of EN-1 – The Overarching National Policy Statement for Energy states:

“Applicants should include measures to mitigate fully the direct and indirect effects of development on ancient woodland, ancient and veteran trees or other irreplaceable habitats during both the construction and operational phases”

Section 5.4.53 goes on to state:

“The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of any irreplaceable habitats, including ancient woodland, and ancient and veteran trees unless there are wholly exceptional reasons and a suitable compensation strategy exists”

We would particularly refer you to further technical information set out in Natural England and Forestry Commission’s [Standing Advice on Ancient Woodland](#) – plus supporting [Assessment Guide](#) and [“Keepers of Time” – Ancient and Native Woodland and Trees Policy in England](#).

The Standing Advice states that proposals should have a buffer zone of **at least** 15m from the boundary of ancient woodlands to avoid root damage which can result in loss or deterioration of the woodland. Where assessment shows impacts are likely to extend beyond this distance, you’re likely to need a larger buffer zone. For example, the effect of air pollution from development that can result from a significant increase in traffic or dust from construction.

You should, however, be aware that updates to the Ancient Woodland Inventory are ongoing as part of a national review where new mapping for designations is being rolled out by county area, as and when they become available. The updated AWI mapping will improve on the original AWI in that it will provide new designations including those under 2ha. We understand the AWI review of this authority area has not been released yet, therefore there may be more Ancient Woodland in the vicinity that the AWI does not currently show.

Whilst we acknowledge that plans state that the Ancient Woodlands will be avoided wherever practicable, we also advise that in considering the impacts of the development, there is a need to consider direct and indirect impacts resulting from construction.

Direct impacts can include, but are not limited to, damaging or compacting soil, damaging functional habitat connections and changing the woodland ecosystem by removing the woodland edge or thinning trees. Indirect impacts can also include increasing the amount of dust, light, air or soil pollution and changing the landscape character of the area.

We would expect to see a detailed assessment of any impacts to the ancient woodland, including details of measures to be taken to reduce and mitigate any effect. Protection measures include taking care not to cut tree roots (e.g., by trenching) or causing soil compaction around trees (e.g., through vehicle movements or stacking heavy equipment) or contamination from poisons (e.g., site stored fuel or chemicals) and fencing off these areas to prevent unintended incursions into the root protection zone as well as dust prevention measures to reduce any potential impact of dust pollution.

Priority Habitat:

We also note there are several areas of mixed deciduous woodland within the site area.

They were recognized under the UK Biodiversity Action Plan as being the most threatened, requiring conservation action. The UK Biodiversity Action Plan has now been superseded but this priority status remains under the Natural Environment & Rural Communities Act 2006. (NERC) Sect 40 "Duty to conserve and enhance biodiversity" and Sect 41 – "List of habitats and species of principle importance in England".

Section 5.11.27 of EN-1 of the Overarching National Policy Statement for Energy states:

"Existing trees and woodlands should be retained wherever possible.....The applicant should assess the impacts on, and loss of, all trees and woodlands within the project boundary and develop mitigation measures to minimise adverse impacts and any risk of net deforestation as a result of the scheme. Mitigation may include, but is not limited to, the use of buffers to enhance resilience, improvements to connectivity and improved woodland management. Where woodland loss is unavoidable, compensation schemes will be required, and the long term management and maintenance of newly planted trees should be secured"

Fragmentation is one of the greatest threats to mixed deciduous woodland. Woodlands can suffer loss or deterioration from nearby development through damage to soils, roots and vegetation and changes to drainage and air pollution from an increase in traffic or dust, particularly during the construction phase of a development.

Woodland Habitat:

For any woodland within the development boundary, land required for temporary use or land where rights are required for the diversion of utilities, the Root Protection Zone must be taken into consideration. The Root Protection Zone (as specified in British Standard 5837) is there to protect the roots of trees, which often spread out further than the tree canopy.

A scheme that bisects any woodland will not only result in significant loss of woodland cover but will also reduce ecological value and natural heritage impacts due to habitat fragmentation, and have a huge negative impact on the ability of the biodiversity (flora and fauna) to respond to the impacts of climate change. Woodland also provides habitat for a range of Section 41 Priority Species including all bats.

It is expected that there will be a thorough assessment of any loss of all trees and woodlands within the project boundary and the development of mitigation measures to minimise any risk of net deforestation because of the scheme.

Hedgerows, individual trees and woodlands within a development site should also

be considered in terms of their overall connectivity between woodlands affected by the development. Perhaps with the creation of some larger woodland blocks and hedgerow/hedgerow trees possibly between the existing woodland blocks on site, to ensure maximum gains to increase habitat connectivity and benefit biodiversity across the whole site.

Tree and Woodland Planting:

With the Government aspiration to increase tree and canopy cover to 16.5% of land area in England by 2050. The Forestry Commission is seeking to ensure that tree planting is a consideration in every development not just as compensation for loss. However, there are a number of issues that need to be considered when proposing significant planting schemes:

- Biosecurity of all planting stock needs to be considered.
- Woodlands need to be climate, pest and disease resilient.
- Maximise the ecosystem services benefits of all new woodland wherever possible (flood reduction)
- Planting contributes to a 'resilient treescape' by maximising connectivity across the landscape.
- Plans are in place to ensure long term management and maintenance of woodland.

I hope these comments have been helpful to you. If you require any further information, please do not hesitate to contact me.

Best wishes

[Redacted]

[Redacted]

Local Partnership Advisor
East & East Midlands

Tel: [Redacted]
[Redacted] [@forestrycommission.gov.uk](mailto:[Redacted]@forestrycommission.gov.uk)



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Response from Glapwell Parish Council to Great Grid Upgrade Consultation

The consultation is presented as an accomplished fact without any reference to other strategic options that have been considered. In conformity with the Gunning Principles on public consultation this should have presented the thinking behind the alternatives considered and at a much earlier stage of such a major project.

We acknowledge that this is a major national project which needs to be developed as part of moving to a greener economy and to meet net zero commitments. However, we are extremely concerned about the reasoning behind the route from Chesterfield along the A617 to the M1 rather than a more direct route south. There is already a lower capacity direct line from Chesterfield to Pilsley which avoids the M1 corridor. This corridor is an area that has been subjected to many development proposals since the original disruption of the M1, from landfill and opencast to HS2. Communities locally feel this is an area targeted as an “easy win” since it has been subjected to considerable disruption already. It is still coming to terms with major industrial decline since the closure of the coalfields and raises questions about social justice, as it appears that the route passes through a number of deprived communities, which may be expected to offer softer resistance. This is far from the case as previous campaigns against landfill, opencast and HS2 have proved.

Currently the M1 corridor of this part of Derbyshire is attempting to build a visitor economy based on tourist assets, like Hardwick Hall and Bolsover Castle, together with a network of walking and cycle trails, allowing easy entry to accessible countryside as an alternative to crowded Peak District sites. In this context it's essential that overground cables should not be visible from these sites or should be put underground if the final route passes within sight of them

We have been approached by a number of our community concerned about the route passing over or extremely close to their properties, especially of such high capacity, contravening your own EN-5 guidance. We would want reassurance that all parts of the proposed route within our parish would be fully compliant with this.

Finally, we should add that the exhibition follows the format of the previous HS2 “consultation” which was seen to have no effect on the final proposals despite very vigorous local opposition to some key aspects of the route, leading to very low levels of trust and social licence. Staff at the presentation had little idea of local geography and were unable to answer some basic technical questions. Calls to the advertised helpline are reported by the public to be no better informed. In addition, illustrative pictures of pylons on the “Project Background” booklet and the majority of the public briefing leaflets are of much smaller pylons on lower capacity routes than the 400kv ones being proposed. This is entirely misleading and should be put right in any further communications.

From: [REDACTED]
To: [Chesterfield to Willington](#)
Cc: [Grid Team](#)
Subject: Incorrect Invoice -EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 06 November 2024 10:56:09
Attachments: [image560512.png](#)
[image633785.png](#)
[C2W - Statutory Consultation Letter.pdf](#)

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Morning,

We recently received the attached invoice and this has been sent to us in error. We don't work in Chesterfield.

Thanks,

[REDACTED]



[REDACTED]
Associate Project Management Officer

t: [REDACTED]
e: [REDACTED]@greengencymru.com w: Green GEN Cymru
a: Hodge House, Guildhall Place, Cardiff, United Kingdom, CF10 1DY



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CEMHD Policy - Land Use Planning,
NSIP Consultations,
Building 1.2,
Redgrave Court,
Merton Road,
Bootle, Merseyside
L20 7HS.

HSE email: NSIP.applications@hse.gov.uk

Email only - chesterfieldtowillington@planninginspectorate.gov.uk

Dear [REDACTED]

Date: 25 November 2024

**PROPOSED CHESTERFIELD TO WILLINGTON OVERHEAD LINE (the project)
PROPOSAL BY NATIONAL GRID ELECTRICITY TRANSMISSION (the applicant)
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (as
amended) REGULATIONS 10 and 11**

Thank you for your letter of 01 November 2024 regarding the information to be provided in an environmental statement relating to the above project. HSE does not comment on EIA Scoping Reports but the following information is likely to be useful to the applicant.

HSE's land use planning advice

Will the proposed development fall within any of HSE's consultation distances?

According to HSE's records, the proposed application boundary for this Nationally Significant Infrastructure Project is within the consultation zone of one major accident hazard sites ['MAHS'] and is within the consultation zones of three major accident hazard pipelines ['MAHP']. This is based on the "Scoping boundary" in drawing Figure 1.1 in the Environmental Impact Assessment ['EIA'] Scoping Report Volume 3 (Part 1): Figure 1.1 to Figure 10.7 October 2024 [EN0210001-000007-Chesterfield to Willington EIA Scoping Report - Volume 3 Part 1.pdf](#) and the GIS Files supplied in "Scoping Boundary.zip" on 13th November.

The Major Accident Site is:

- Caldic UK Ltd, Holmewood Industrial Estate, Chesterfield; HSE ref H4141

The Major Accident Hazard Pipelines are operated by Cadent Gas Ltd. The major accident hazard pipelines are:

- Ambergate / Papplewick; HSE ref 6875; Transco ref 1152
- Sutton on the Hill / Thulston; HSE ref 6883; Transco ref 1160
- Sutton on the Hill / Thulston; HSE ref 6890; Transco ref 1167
- Chellaston Link; HSE ref 6884, Transco ref 1161
- Roll Royce Tee – Rolls Royce; HSE ref 12465, Transco ref 2718
- Thulston / Derwent Power; HSE ref 6894 Transco ref 1170
- Thulston / Thane Road; HSE ref 12725; Transco ref 2735

The Applicant should make contact with the above operators to verify their presence and to inform an assessment of whether or not the proposed development is vulnerable to a possible major accident. There are three particular reasons for this:

- i. The pipeline operator may have a legal interest in developments in the vicinity of the pipeline. This may restrict developments within a certain proximity of the pipeline.
- ii. The standards to which the pipeline is designed and operated may restrict major traffic routes within a certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline or its operation, if the development proceeds.
- iii. To establish the necessary measures required to alter/upgrade the pipeline to appropriate standards.

HSE's Land Use Planning advice [[HSE: Land use planning - HSE's land use planning methodology](#)] is dependent on the location of areas where people may be present and their type within HSE's land-use planning zones. Based on the information in the EIA Scoping Report, October 2024 it is unlikely that HSE would advise against the development. Please note that the advice is based on HSE's existing policy for providing land-use planning advice and the information which has been provided. HSE's advice in response to a subsequent planning application may differ should HSE's policy or the scope of the development change by the time the Development Consent Order application is submitted.

Would Hazardous Substance Consent be needed?

Based on the EIA it is not clear whether the applicant has considered the hazard classification of any chemicals that are proposed to be present at the development. This may be because there are no relevant hazardous substances.

Hazard classification is relevant to the potential for accidents. For example, hazardous substances planning consent is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of [The Planning \(Hazardous Substances\) Regulations 2015](#) as amended, if those hazardous substances will be present on, over or under the land at or above the controlled quantities. There is an 'addition rule' in Part 4 of Schedule 1 for below-threshold substances. If hazardous substances planning consent is required, please consult the relevant Hazardous Substance Authority (usually the Local Planning Authority) on the application.

Consideration of Risk Assessments

[Regulation 5\(4\)](#) of the [Infrastructure Planning \(Environmental Impact Assessment\) Regulations 2017](#) requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role in NSIPs is summarised in Advice Note 11 'working with public bodies in the infrastructure planning process' Annex G on the Planning Inspectorate's website [Nationally Significant Infrastructure Projects - Advice on working with public bodies in the infrastructure planning process, Annex G: The Health and Safety Executive - GOV.UK \(www.gov.uk\)](#). This document includes the consideration of risk assessments under the heading "Risk assessments".

In Chapter 5.17 of the EIA [EN0210001-000005-Chesterfield to Willington EIA Scoping Report - Volume 1 Main Text.pdf](#), provides some possible major accidents and disasters, including Major Accident Hazard Pipelines. Note, that there are no requirements for any risk assessments submitted to and approved by the relevant planning authority to also be considered by HSE.

Explosives sites

CEMHD 7's response is no comment to make as the proposed development slightly falls into the safeguarding zone of a HSE Licensed explosive site in the vicinity of the proposed development. CEMHD 7 would like to be consulted should there be any changes in the proposed development.

Electrical Safety

No comment from a planning perspective.

At this time, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk . We are currently unable to accept hard copies, as our offices have limited access.

Yours sincerely

[Redacted signature]

[Redacted signature]

CEMHD4 NSIP Consultation Team

From: [REDACTED]
To: [Chesterfield to Willington](#)
Cc: [Midlands ePlanning](#)
Subject: HISTORIC ENGLAND ADVICE Our ref PL00795927 - your ref EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 29 November 2024 19:17:44
Attachments: [image001.png](#)
[image002.png](#)
[image004.jpg](#)
[image005.png](#)
[image006.png](#)
[image003.png](#)
[image273037.jpg](#)

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Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11
Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Dear [REDACTED]

Thank you for consulting Historic England (HBMCE) as government's advisor on the historic environment.

As set out in the submitted scoping report we have engaged with the applicant to deliver ongoing advice through the NSIP process.

We are pleased to see our advice to date addressed in the content of the scoping report. We are content that the scope set out appears sufficient and reasonable (noting the included safeguards for ongoing review during the design and assessment process).

We welcome that all harm to designated heritage assets will be covered in the Environmental Statement (even where this falls below the threshold for EIA reporting) thereby providing the Examining Authority and Secretary of State with the necessary information to address the National Policy Statement.

We also refer you to the expertise of the Derbyshire County Council and the District/Borough councils' archaeological and built heritage advisors.

The following HE publications may be of particular relevance :-

<https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/>
<https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>
<https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/>
<https://historicengland.org.uk/images-books/publications/planning-archaeology-advice-note-17/>

<https://historicengland.org.uk/images-books/publications/deposit-modelling-and-archaeology/>
<https://historicengland.org.uk/images-books/publications/preserving-archaeological-remains/>

We will continue to engage constructively with the applicant and support the Examining Authority through the NSIP process.

Yours

[REDACTED]

[REDACTED]

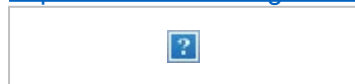
Team Leader (Development Advice)

Midlands Region
Historic England
The Foundry, 82 Granville Street, Birmingham B1 2LH

Direct Line

[REDACTED]

<http://www.historicengland.org.uk/> | [@HistoricEngland](#)



Work with us to champion heritage and improve lives. Read our Future Strategy and get involved at historicengland.org.uk/strategy.

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From: Chesterfield to Willington <chesterfieldtowillington@planninginspectorate.gov.uk>

Sent: 01 November 2024 12:52

To: Midlands ePlanning <e-midlands@HistoricEngland.org.uk>

Cc: [REDACTED] <[REDACTED]@HistoricEngland.org.uk>; [REDACTED]
<[REDACTED]@HistoricEngland.org.uk>

Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

-- WARNING: This is an external message. Please use caution when replying, opening attachments or clicking on any links in this e-mail.--

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of

the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards



Senior EIA Advisor
The Planning Inspectorate



[@PINSgov](#)



[The Planning Inspectorate](#)



planninginspectorate.gov.uk

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DPC:76616c646f72



From: clerk@holbrookderbyshire.co.uk
To: [Chesterfield to Willington](#)
Cc: [REDACTED]; [REDACTED]
Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 28 November 2024 18:49:10

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Thank you for the correspondence above. Holbrook Parish Council would like to request that the following points are considered in the scoping report.

- The route is travelling south, to the east of Alfreton to Ripley. South of Ripley, if the route went to the west of Denby Bottles, the cross over would be very close to the Cinder Hill Tarpits.
- The concern of HPC is that any land disturbance could lead to the highly toxic material in the Cinder Hill Tarpits finding its way into Bottle Brook and beyond to the North Sea.
- The exact nature of the toxic material and the connectivity of the mineshafts plus the fractured geological strata add to the concerns.
- In recent years there has been an increased frequency of flash flooding from the Bottle Brook which could transfer toxic materials disturbed in the area.
- There are many mineshafts in unrecorded locations, in addition to those mapped, one of which recently presented a sink hole, which took ten tankers a day, over several days, to remove . This would present a risk to any pylons constructed near Denby

Kind regards

[REDACTED]

[REDACTED]

Clerk to the Council

HORSLEY PARISH COUNCIL


c/o 2A Princess Close
Heanor
Derbyshire
DE75 7TX

Telephone: 07936 431 268
clerk@horsleyparishcouncil.gov.uk
www.horsleyparishcouncil.gov.uk

22 November 2024

URGENT

The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

[LETTER SENT BY EMAIL: chesterfieldtowillington@planninginspectorate.gov.uk](mailto:chesterfieldtowillington@planninginspectorate.gov.uk)

Horsley Parish Council response to

EN0210001

Chesterfield to Willington Overhead Line – EIA Scoping Regulation 11 Notification and Consultation

Thank you for your email which was received on the 1st November 2024 by our Parish Clerk who forwarded it to our councillors. We held our monthly meeting on the 18th November 2024 where the Chesterfield to Willington Overhead Line was only one item on a packed agenda.

In addition to the immense document forwarded to us by you on the 1st November 2024, we had to consider a seventeen page document of replies from National Grid to questions put at a meeting of several local Parish Councils on 17th October 2024. This was a meeting chaired by the MP for Amber Valley at which members of the National Grid were present and the document was received by the Parish Clerk on 15th November 2024. There was a sizeable amount of material to consider at our meeting.

We note that the deadline of 29th November 2024 for a response to your document is not extendable. We are a small Parish Council, composed of six retired Councillors and one working Councillor. We feel that the very specific detail and very technical data and terms used in your document is beyond our expertise. Neither do we have any experts in this field within our Parish to advise us.

Due to the Planning Inspectorate delay in issuing the consultation request, this means the Parish Council has insufficient time to make meaningful comment before the deadline. However, we do have major concerns about the proposals and the effect it may have on our

environment, our parishioners in terms of their health and the value of their property, businesses in the vicinity and the biodiversity of our Parish.

A lack of detailed comment does not mean that members of Horsley Parish Council accept the Draft EIA Scoping Report to be either accurate or fulfils the requirements imposed by statute.

The Parish Council reserves the right to comment further, after the issue of the EIA when submitted with the planning application The Parish Council also reserves the right to submit this response as evidence if there is an application for a Judicial Review.

Horsley Parish Council would ask for the following to be taken into account:

The conservation areas within the Parish, including the potential effect of the proposed route on the Roman Rykneld Road and the area around Horsley Castle, as well as the effect on the adjacent environment.

The impact the pylons will have on the ecology and biodiversity of the area in both the short and long term.

The compression of the ground in the build and possible lack of stability in an area that was once mined and fields that already flood in severe weather with the consequent loss of habitat for plants and animals.

The health risks and operational noise that residents and businesses close to the proposed pylons and cables will be exposed to.

The financial impact on property values and compensation for residents and businesses who suffer financial loss.

The visual impact of the pylons especially for those residents in close proximity to them.

Yours sincerely

Councillor 

On behalf of Horsley Parish Council

From: [REDACTED]
To: [Chesterfield to Willington](#)
Cc: [REDACTED]
Subject: FW: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 04 November 2024 08:16:49
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image003.png](#)
[C2W - Statutory Consultation Letter.pdf](#)

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Dear [REDACTED],

Thank you for the attached consultation letter.

I can confirm that Kirklees Council have 'no comment' to make.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
Group Leader - Development Management
Planning and Development Service
Place Directorate – Skills and Regeneration
PO Box 1720, Huddersfield, HD1 9EL

☎ 01484 221000

Internal: [REDACTED]

e [REDACTED]@kirklees.gov.uk

W www.kirklees.gov.uk/planning

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From: Planning Portal <Planning.Portal@kirklees.gov.uk>

Sent: 01 November 2024 13:55

To: [REDACTED] <[REDACTED]@kirklees.gov.uk>

Cc: [REDACTED] <[REDACTED]@kirklees.gov.uk>

Subject: FW: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

Hi [REDACTED]

FYI

I suspect this is not for us.

Regards



From: Chesterfield to Willington <chesterfieldtowillington@planninginspectorate.gov.uk>
Sent: 01 November 2024 12:44
Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

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FAO Head of Planning

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards




Senior EIA Advisor
The Planning Inspectorate



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DPC:76616c646f72



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From: clerk@littleeatonparishcouncil.org.uk
To: [Chesterfield to Willington](#)
Subject: EN0210001 - Chesterfield to Willington Overhead Line - Consultation Response
Date: 29 November 2024 09:53:28

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For the attention of the Planning Inspectorate,

Litton Parish Council has resolved to object to the application by National Grid Electricity Transmission for an Order granting Development Consent for the Chesterfield to Willington Overhead Line on the following basis:-

- **Impact on Wildlife:** Overhead power lines can have a detrimental effect on wildlife, particularly birds. There is significant potential for bird strikes and disruption of habitats.
- **Loss of Biodiversity:** The installation of overhead power lines can disrupt ecosystems and lead to loss of biodiversity, particularly through vegetation clearance or habitat fragmentation.
- **Landscape Harm:** Derbyshire is known for its natural beauty; the proposed power lines are visually intrusive and will negatively affect the local character and appearance of the area.
- **Loss of Residential Amenity:** Where the proposed power lines are located close to homes, they have the potential to significantly reduce residents' enjoyment of their property due to noise (e.g., humming from power lines), visual intrusion, and perceived health risks.

The Parish Council feels that there are alternatives available which would lessen the harmful impact of this development, such as:

- **Underground Cables:** Burying the power lines underground would reduce visual and environmental impacts. While undergrounding is generally more expensive, it is a more suitable solution in this sensitive landscape.
- **Alternative Routes:** Alternative routes e.g. the M1 corridor would be less intrusive and damaging.

Kind Regards,



Clerk to Little Eaton Parish Council

Please note my working hours are 10 hours per week and the days can vary.



Defence Infrastructure Organisation

Ministry of Defence
Safeguarding Department
St George's House
DIO Headquarters
DMS Whittington
Lichfield
Staffordshire
WS14 9PY

E-mail: DIO-safeguarding-statutory@mod.gov.uk

www.mod.uk/DIO

29th November 2024

[REDACTED]
The Planning Inspectorate
3/18 Eagle Wing,
Temple Quay House,
Temple Quay
Bristol
BSP16PN

Your Ref: EN0210001
Our reference: DIO10063130

Dear [REDACTED],

MOD Safeguarding – SOSA (Site outside of statutory safeguarding areas)

Proposal: Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) Regulations 10 and 11. Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Location: Between Willington Substation and a proposed new substation at Chesterfield

Grid Ref (Approx.): North (N:440453, E:370937) Centre: (E:438535, N:348447)
South (E:429671, 329198)

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

This application is to enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line. This overhead line would connect at a new 400 kV substation at Chesterfield (which will extend to the south of its existing 275 kV substation) and the existing Willington substation.

The scoping area for this development does not affect any MOD statutory safeguarding zones surrounding aerodromes, explosives storage sites, air weapon ranges or technical sites.

The scoping area, however, occupies the military Low Flying Area (LFA) 8 in which military low flying training activities are conducted.

The proposed overhead line infrastructure may have implications to military low flying training activities which take place in LFA 8 and therefore the MOD require that this is scoped in.

The MOD will need to be consulted again via the above multiuser email address in order to complete the appropriate safeguarding assessments as this development progresses.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely,

[Redacted signature]

[Redacted name]

Assistant Safeguarding Manager
DIO Safeguarding

MORLEY PARISH COUNCIL

██████████ Parish Clerk
20 Gilderdale Way
Oakwood
Derby
DE21 2SY
Tel: ██████████
clerk@morleyparishcouncil.org.uk
www.morleyparishcouncil.org.uk

MORLEY PARISH COUNCIL RESPONSE TO

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

To:

The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

BY EMAIL ONLY

chesterfieldtowillington@planninginspectorate.gov.uk

Below are the comments and response to your letter dated 1 November 2024 which was received by email by the Clerk to Morley Parish Council on 12 November 2024.

Your letter states that the deadline for a response by a Consultation Body (Morley Parish Council) is 29 November 2024 – a deadline which cannot be extended.

The delay of 12 days in issuing the request leaves the PC just 17 days in which the Members of the PC have to receive, read, digest and discuss a 616 page Volume 1 – Main Text document plus THREE further volumes containing data, maps and descriptions which taken together total a further 445 pages.

Over ONE THOUSAND pages of highly technical data and terminology that as a small rural Parish Council we are expected to produce constructive and helpful comment in just 17 days.

The appalling and inexcusable delay on your part in issuing the consultation request does mean that as a Parish Council, we are unable to comment on the acceptability of the Draft EIA Scoping Report but that should not be taken to read that members accept the Draft to be either accurate or fulfils the requirements imposed by statute. As such, Morley Parish Council reserves its position to comment further following issue of the applicant's EIA when submitted with their planning application and, in the event of there being an application for a Judicial Review (assuming the issue of grant of planning consent) we reserve the right to submit this response as evidence of unreasonable performance on the part of the Planning Inspectorate.

Morley PC would ask for the following to be taken into account:

Volume 11 – Appendices – Listed Buildings & Scheduled Monuments

Serious omissions from the schedule including that of one of the most important historic buildings and sites in the country – Wingfield Manor - Grade I - and Parks.

Morley Mound (ancient monument)

Remains of a Roman Road – Rykniel Street passing approximately through the centre of the parish of Morley in a north – south line.

Out of a total of 19 Listed Heritage Assets which includes a Grade 1 and two Grade II* Listed Buildings, the draft schedule makes reference to just two within Morley.

Non designated Heritage Assets should be included when considering the HIA in accordance with the provisions of the NPPF (December 2023 -para 209)

Conservation Areas - do not appear to have been considered and are not scheduled.

A plan showing all designated heritage assets, non designated heritage assets and conservation areas likely to be impacted by the proposal should be clearly shown and identified on a map to the appropriate scale.

END

Yours sincerely

A large black rectangular redaction box covering the signature of the sender.A small black rectangular redaction box covering the name of the sender.

Clerk to Morley Parish Council



Our ref: NH/24/08628

Your ref: EN0210001

The Planning Inspectorate
Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol, BS1 6PN

Via email:

chesterfieldtowillington@planninginspectorate.gov.uk

Spatial Planner
Midlands Operations Directorate

National Highways
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Tel: [REDACTED]

07 November 2024

Dear Sir or Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11 Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development) Scoping consultation and notification of the Applicant’s contact details and duty to make available information to the Applicant if requested

Thank you for providing National Highways with the opportunity to respond on the Environmental Impact Assessment (EIA) scoping request for the Chesterfield to Willington Overhead Line.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to this consultation, our principal interest is in safeguarding the M1 Motorway, as well as the A38, A52, A50 and A6 trunk roads.

In responding to sustainable development consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of local plans and development management proposals. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.

We note that this consultation is in accordance with Regulations 10 and 11 and is the first statutory consultation being undertaken to inform a subsequent Development Consent Order (DCO) application. It is understood that a DCO submission is necessary as the proposal is considered to be a Nationally Significant Infrastructure Project (NSIP) as it involves the installation of an electric line above ground as per Section 14 of the Planning Act 2008 without meeting any of the exemption criteria as set out in Section 16 of the Act.

We understand that National Highways has been identified as a consultation body which must be consulted prior to the Applicant adopting its Scoping Opinion and developing a subsequent Environmental Statement.

Development Proposal

The Chesterfield to Willington Project (the 'Project') being promoted by National Grid Electricity Transmission plc (NGET), is intended to provide a new 400 kilovolt (kV) transmission connection between a new Substation at Chesterfield and an existing Substation at Willington. This connection is expected to be wholly or largely comprised of a new overhead line.

Full details of the project are still to be established but according to the scoping document, a new 400 kV overhead line route will extend approximately 60 kilometres (km) in length between the two locations. It is anticipated that the new overhead line would be supported by steel lattice pylons in accordance with National Grid's guidance and national planning policy.

The intention is for the new substation at Chesterfield to be consented and delivered under a separate NGET project (Brinsworth to High Marnham). However, should there be delay to the delivery of this Brinsworth to High Marnham project the new substation may need to be delivered as part of the Chesterfield to Willington project. As such, the new substation and its potential environmental effects have also been considered in the Scoping Report for this application.

Construction of the project is expected to commence in 2028 and be operational in 2032.

National Highways' Considerations

In relation to this consultation, National Highways has reviewed the submitted Scoping Report (dated October 2024) and we have the following comments:

Traffic & Transport

It is noted that a Traffic & Transport chapter will be included as part of the Environmental Impact Assessment. National Highways welcomes this and wishes to be consulted on the Transport Assessment given the potential impacts on the SRN.

We would expect the Transport Assessment to be prepared in accordance with Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March, 2014). In addition, due to the potential impact on the SRN, the Transport Assessment should be produced in accordance with DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development.

We note the Applicants are proposing that the study area for the traffic and transport assessment will only include affected roads where traffic flows are predicted to increase by more than 30% as a result of the Project (or the number of HGVs would increase by more than 30%), which is stated to be as per the IEMA Guidelines.

Whilst this may be acceptable in terms of local roads, this is not acceptable in terms of the Strategic Road Network and we would recommend that the Applicant liaise further with National Highways to identify the links and junctions on the SRN which are to be included within the study area.

In addition to the above, we would recommend the Transport Assessment include the following:

- Development proposal details– information about the scale of the proposed development for its construction, including any phasing, parking, access points, hours/days of operation, timescales for the construction period, and anticipated year of commencement.
- Trip generation – information about the anticipated levels of traffic the development would generate. This should include a breakdown of construction worker commuting trips, and HGV/delivery trip generation for the operational and construction phases. The data should include maximum daily vehicle trips and a separate breakdown for the SRN peak hours, i.e. 08:00-09:00 (AM peak hour) and 17:00-18:00 (PM peak hour).
- Trip assignment – information about traffic routings (for construction and operational phase) in relation to the SRN. This should be presented in absolute numbers and percentages.
- Depending on the scale and distribution of new trips, it may also be necessary to indicate how traffic associated with the development proposal will impact on the SRN in the peak hours. These impacts should be considered for the site both as a standalone operation, plus any committed developments, to consider whether the development will result in material implications for SRN junctions.
- Where further assessments are deemed necessary these should be carried out for the proposed opening year of the development (or in this case, the start of construction).

We recommend the above assessment work is agreed in a staged approach with the first stage being to agree the trip generation and trip distribution. This will determine if any further assessments with respect of the SRN are required.

Construction Traffic Management Plan (CTMP)

In addition to a Transport Assessment, National Highways would expect to see a separate CTMP which should include the following details:

- Hours of working; date works will commence & anticipated completion date/duration.
- Anticipated average two-way daily traffic numbers associated with the construction phase of the project.
- Confirmation of the intended construction access arrangements to and from the site from the SRN.
- The arrangements for routing of construction vehicles to and from the site.
- Details of any special or abnormal deliveries or vehicular movements utilising the SRN. National Highways has a procedure for managing abnormal loads on our network. More information on this can be found [here](#).
- Site Contact Details responsible for ensuring Health & Safety and handling of complaints.
- Construction control measures and implementing a clear plan for their execution can effectively reduce the impact on the Strategic Road Network (SRN).

Other Matters

Aside from traffic generation, National Highways notes that the proposed development may involve physical interfaces with parts of the SRN such as the M1 Motorway or A38, A52, A50 and A6 trunk roads. In light of this, the Applicant should note the following:

Location of Compounds and Access Points

We understand that that pylon corridor is not finalised and as such, the locations of the construction compounds and access points are currently unknown. It should be noted that new accesses from motorways and other high-speed sections of the SRN will not be permitted as per DfT Circular 01/2022. This includes temporary accesses for construction works. We adopt a graduated and less restrictive approach to the formation of new connections on the remainder of the SRN, determining each case on its own merits. However, the Applicant should note that any new access from the SRN must be designed and delivered in accordance with Design Manual for Roads and Bridges (DMRB). This includes temporary accesses for construction purposes. As per DMRB, new connections to slip or connector roads will not be permitted for safety and operational reasons.

Structures

Although the exact locations of pylons have not been determined, we understand that some pylons may be located in close proximity to the SRN boundary.

New infrastructure must not cause a safety or environmental hazard to road users, workers or third parties, and must not interfere in National Highways ability to carry out routine or structural maintenance. As such, the location of pylons or any other structures within the highway boundary will not be permitted. In addition, it is recommended that structures are positioned at a sufficient distance from our network so as not to cause a concern for National Highways network and operations and so that they can be maintained in future without encroachment onto National Highways land.

We understand that pylons will be designed to National Grids guidance and in line with CDM Regulations. Nonetheless, any structures that are within the 'fall distance' of National Highways network will need structural approval from National Highways.

Geotechnical

The installation of new pylon foundations or underground cables will involve excavation work which has the potential to undermine the integrity and stability of the adjacent highway network. As such, if excavation works are within 10 metres of our boundary, it would be necessary to set out how geotechnical risks will be identified and managed. This should be undertaken in accordance with Chapter CD122 of the DMRB and would need to be submitted for our review and approval.

Vegetation

It is understood that some vegetation may need to be removed, for example to facilitate access. In relation to National Highways owned vegetation, the Applicant should adhere to BS5837: 2012 Trees in relation to design, demolition and construction. This is to ensure that our tree stock and associated root systems are protected.

Drainage

The construction phase may have an impact on drainage and National Highways will wish to ensure the integrity of our own drainage assets. In that regard, the Applicant should note that new connections to our drainage assets will not be permitted. This is in accordance with DfT Circular 01/2022.

Lighting

We understand that lighting may be necessary, particularly to facilitate construction activities. We would wish to ensure that any light spill from construction sites does not cause a safety hazard on our roads. As such, we should be consulted on details of lighting for any site in proximity to our network.

Traffic Management

We understand that the construction of the pylon corridor may necessitate some crossings over the SRN. The installation of these crossings is likely to involve traffic management, for instance road carriageway closures.

National Highways operates a booking system for road closures, and any lane or full carriageway closures must be booked several months in advance. We recommend early engagement with our Network Occupancy Team to secure future road space bookings.

We have no further comments to make on the EIA scoping at this time and hope that the above information is useful with respect of this consultation. If I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely,

[Redacted Signature]

[Redacted Name]

Midlands Operations Directorate

Email: [Redacted] [@nationalhighways.co.uk](mailto:[Redacted]@nationalhighways.co.uk)

Date: 29 November 2024
Our ref: 492496
Your ref: EN0210001



██████████
Planning Inspectorate
chesterfieldtowillington@planninginspectorate.gov.uk

Consultations
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 900

BY EMAIL ONLY

Dear ██████████

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 01 November 2024, received on the same day. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities, based on relevant and up to date environmental information, should be undertaken prior to an application for a Development Consent Order (DCO).

Natural England welcomes the opportunity to engage at this early stage so that our comments can be considered in future iterations of the Environmental Information and inform the production of a robust Environmental Statement (ES).

Natural England have been engaged with the applicant of this scheme throughout this year. We feel the EIA Scoping document is a fair reflection of the key matters that this DCO needs to consider going forward. We look forward to receiving further information through the DCO process. Please find below in Annex A confirmation of the matters covered in the EIA Scoping that we are most interested in.

For any new consultations, or to provide further information on this consultation please send your correspondence to consultations@naturalengland.org.uk.

Yours sincerely

██████████
Principle Planning Officer
National Planning Delivery Team

Annex A – Natural England’s Advice on EIA Scoping

1. Habitats Sites

Natural England are **satisfied** to see that a couple of Habitats Sites have been screened in for further consideration through the Environmental Statement. Namely South Pennine Moors Phase 1 Special Protection Area (SPA) and the River Mease Special Area of Conservation (SAC).

The ES should thoroughly assess the potential for the proposal to affect internationally designated sites of nature conservation importance / European sites. This includes Special Protection Areas (SPA), Special Areas of Conservation (SAC), listed Ramsar sites, candidate SAC and proposed SPA.

2. Sites of Special Scientific Interest (SSSI)

Natural England are **satisfied** to see that a couple of SSSIs have been screened in for further consideration through the Environmental Statement. Namely Ogston Reservoirs SSSI and Morley Brick Pits SSSI.

The ES should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSI and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects.

3. Protected species

Natural England **agree** with the scope of the protected species work proposed within this EIA Scoping document.

Applicants should check to see if a mitigation licence is required using Natural England guidance on licensing [Natural England wildlife licences](#). Applicants can also make use of Natural England’s charged service [Pre Submission Screening Service](#) for a review of a draft wildlife licence application. Natural England then reviews a full draft licence application to issue a Letter of No Impediment (LONI) which explains that based on the information reviewed to date, that it sees no impediment to a licence being granted in the future should the DCO be issued. This is done to give the Planning Inspectorate confidence to make a recommendation to the relevant Secretary of State in granting a DCO. See [Advice Note Eleven, Annex C – Natural England and the Planning Inspectorate | National Infrastructure Planning](#) for details of the LONI process.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

Natural England has adopted [standing advice](#) for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

4. District Level Licensing for great crested newts

Natural England are **aware** that the applicant will be applying to use the District Level

Licensing (DLL) scheme for great crested newts (GCN) if required.

Where strategic approaches such as DLL for GCN are used, a Letter of No Impediment (LONI) will not be required. Instead, the developer will need to provide evidence to the Examining Authority (ExA) on how and where this approach has been used in relation to the proposal, which must include a counter-signed Impact Assessment and Conservation Payment Certificate (IACPC) from Natural England, or a similar approval from an alternative DLL provider.

The DLL approach is underpinned by a strategic area assessment which includes the identification of risk zones, strategic opportunity area maps and a mechanism to ensure adequate compensation is provided regardless of the level of impact. In addition, Natural England (or an alternative DLL provider) will undertake an impact assessment, the outcome of which will be documented in the IACPC (or equivalent).

If no GCN surveys have been undertaken, Natural England's risk zone modelling may be relied upon. During the impact assessment, Natural England will inform the applicant whether their scheme is within one of the amber risk zones and therefore whether the Proposed Development is likely to have a significant effect on GCN.

The IACPC will also provide additional detail including information on the Proposed Development's impact on GCN and the appropriate compensation required.

By demonstrating that the DLL scheme for GCN will be used, consideration of GCN in the ES can be restricted to cross-referring to the Natural England (or alternative provider) IACPC as a justification as to why significant effects on GCN populations as a result of the Proposed Development would be avoided.

5. Priority Habitats and Species

Natural England are **satisfied** that the ES will consider the above matter.

6. Ancient Woodland, ancient and veteran trees

Natural England are **satisfied** that the ES will assess the impacts of the proposal on the ancient woodland and any ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

7. Biodiversity net gain

Natural England acknowledge that BNG is still an evolving topic with regard NSIPs. We are **satisfied** that the applicant is fully aware of their duty and will address this topic in due course.

8. Landscape

Natural England are **satisfied** that the ES will assess the impacts of the proposal on the landscape. As noted in the Scoping document a landscape and visual impact assessment will be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in Guidelines for Landscape and Visual Impact Assessment 2013 (3rd edition) produced by LI and IEMA. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other

relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Public bodies have a duty to seek to further the statutory purposes of designation in carrying out their functions (under section 245 of the Levelling Up and Regeneration Act 2023). This duty also applies to proposals outside the designated area but impacting on its natural beauty.

9. Soils and agricultural land quality

Natural England are **satisfied** that the ES will assess the impacts of the proposal on the soil within the boundary of the application.

Further guidance is set out in the Natural England [Guide to assessing development proposals on agricultural land](#).

10. Air quality

Natural England are **satisfied** that the ES will assess the impacts of the proposal with regard air quality and its potential impacts upon ecological designated sites.

Natural England has produced guidance for public bodies to help assess the impacts of road traffic emissions to air quality capable of affecting European Sites. [Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations - NEA001](#)

From: [STRATEGYANDPLANNINGTEAM \(NHS LEICESTER, LEICESTERSHIRE AND RUTLAND ICB - 03W\)](#)
To: [Chesterfield to Willington](#)
Subject: RE: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 20 November 2024 16:07:23
Attachments: [image011.png](#)
[image019.jpg](#)
[image008.png](#)
[image001.png](#)
[image002.png](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)

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Good afternoon

Thank you for your email and the opportunity to comment.

NHS Leicester, Leicestershire and Rutland Integrated Care Board have no comments to make on the proposal.

Kind regards

██████████

██████████, Programme Support Officer

Strategy and Planning

NHS Leicester, Leicestershire and Rutland Integrated Care Board

Room G30 Pen Lloyd Building

County Hall

Glenfield

Leicester



From: Chesterfield to Willington <chesterfieldtowillington@planninginspectorate.gov.uk>

Sent: Friday, November 1, 2024 1:05 PM

Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

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Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards



Senior EIA Advisor
The Planning Inspectorate



[@PINSgov](#)



[The Planning Inspectorate](#)



[planninginspectorate.gov.uk](#)

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Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent (DCO) for the Chesterfield to Willington Overhead Line (the Proposed Development).

National Grid has prepared an EIA Scoping Report for the Chesterfield to Willington Project in accordance with the EIA Regulations. The Applicant has asked the Planning Inspectorate on behalf of the Secretary of State for its written opinion (a Scoping Opinion) as to the scope, and level of detail, of the information to scope of the ES in its Scoping Report which is published on the 'Find a National Infrastructure Project' website:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0210001/documents>

The opinion of the SoS is being sought specifically on:

- The environmental topics that should be included in the EIA.
- The relevant components of the Project and the resultant likely significant effects.
- Those effects not likely to be significant that do not need to be considered further. The approach to setting the study areas for each topic.
- The data that has been gathered (and will be gathered).
- The assessment methods that will be used to determine likely significant effects.
- The approach to determining the environmental measures that could be incorporated into the Project to avoid, prevent, reduce or, if necessary, offset likely significant effects.

Before adopting a Scoping Opinion, the Planning Inspectorate must consult the relevant 'consultation bodies' defined in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). The Planning Inspectorate has identified North East Derbyshire District Council as a consultation body which must be consulted before adopting its Scoping Opinion and has asked that the Council either:

- Inform the Planning Inspectorate of the information the Council considers should be provided in the ES; or
- Confirm that the Council does not have any comments.

The deadline for consultation responses is **29 November 2024**

Officers have considered the volumes of material that has been made available as part of the consultation, focusing on those matters that were raised as areas of concern in the Council's response to the stage 1 public consultation exercise in September 2024, namely impacts upon:

- the setting of significant heritage assets, such as Listed Buildings, Scheduled Ancient Monuments, Conservation Areas and other non-designated assets;
- Ancient woodland and Wildlife Sites;
- Locally valued open countryside landscapes; and
- Local residential amenity.

It is reassuring to note that the Scoping document clearly scopes into the EIA the consideration of all the above issues utilising the most up to date information and guidance to identify impacts, at topic level and both cumulatively and in combination. The credentials of those identified to undertake the relevant assessments also appear to be suitably qualified to undertake the work to the required standard.

Nevertheless, the concerns raised by the District Council in its response to the informal consultation remain and are reflected in some of the comments below. These include; the

degree of consideration given to the alternative routes within the original Strategic Options Report, the level of detail made available to assess how the strengths and weaknesses of each option were explored and the degree of mitigation required to offset the (in particular) heritage and landscape impacts of the development.

Given the short time between the end of the informal consultation and the submission of this Scoping Opinion, the Council would make the following observations:

Chapter 3 – Main alternatives:

This section needs to take account of the comments submitted by the District Council to the informal consultation, particularly in relation to the process that National Grid followed in arriving at the preferred route. In its response to the informal consultation, the Council commented that more detail was needed to understand why certain routes had been discounted, as the Strategic Options Report (SOR) was deficient in this regard. For example, the SOR indicated that there may be solutions to the challenges identified with a connection to Ratcliffe on Soar. The SOR indicated that mitigation may be possible for routes EDN-1 and EDN-3, which are considered by the Council to be potentially less harmful (than the preferred route in landscape and heritage terms (in particular). It is considered that a full assessment of alternative options should include the steps taken by National Grid to investigate this further and the evidence used to discount these options.

Chapter 4 – Description of the project:

In relation to the embedded mitigation measures, the Scoping Opinion states that the preferred route ‘avoids and reduces impacts on individual receptors.’ It is considered that this judgement can only be made once the evidence regarding the discounting of the alternatives is available.

In relation to the design of the pylon structures, it is considered that the T-ylon/low height structures should be the only design in scope for areas designated in Local Plans as higher value landscape areas, close to settlements, or within/affecting the setting of heritage assets, except where undergrounding is physically possible.

In relation to undergrounding, the assessment needs to be landscape impact led and the cost issues need to be fully considered in light of a more detailed assessment as to the viability of the discounted alternatives.

Full assessment of the impact of the means of construction on landscape character, heritage significance and residential amenity will be required as part of the Environmental Statement. Full details of the new substation at Chesterfield and an assessment of its impacts will be required if this is to be included within the scope of the DCO – a point which requires clarification.

Chapter 5 - EIA approach and Methodology:

It is considered that undergrounding should be considered as an embedded mitigation measure within those areas of the route that are designated in Local Plans as higher value landscape areas.

Table 5.5 – reference to ‘communities’ – the impact on the character and amenity of settlements adjacent to the preferred route should be considered in all chapters with the exception of Agriculture and Soils i.e. in more categories than is indicated within this table.

The impact on 'communities' also needs to be covered in the ES in specific enough terms that will allow the impact on particular locations within settlements to be understood.

Chapter 6 – Landscape and visual:

Again, further information is required in relation to the alternative routes that have been discounted in order to be able to assess the relative impact of the proposed route.

Table 6.2 (page 206) refers to engagement with Derbyshire County Council but North East Derbyshire District Council provided specific comments in relation to locally designated landscapes that would be affected by the preferred route. These comments need to inform the Landscape and Visual Impact Assessment (LVIA) and the resulting Environmental Statement.

It is considered that the approach to the LVIA should have regard to locally designated AMES, these are areas of landscape sensitivity that are material considerations in assessing the impact of development proposals.

The key receptors to be included within the scope (including those bullet pointed throughout the chapter) should be agreed with the relevant Councils prior to the submission of the DCO and all scoped into the LVIA.

The Environmental Statement will need to consider the impact of undergrounding within areas of landscape designated AMES.

Receptions beyond 5km of the preferred route and very highly sensitive receptors beyond 7.5km should not be automatically scoped out at this stage, this impact can only be assessed through the LVIA and further detail regarding the discounting of the alternative routes.

Chapter 8 – Historic Environment:

Again, further information is required in relation to the alternative routes that have been discounted in order to be able to assess the relative impact of the proposed route.

The commitment to engaging with District Conservation Officers on this matter, prior to the submission of the DCO, is noted and welcomed.

Table 8.2 (page 309) refers to engagement with Derbyshire County Council but North East Derbyshire District Council provided specific comments in relation to designated heritage assets within the district that would be affected by the preferred route and an assessment of the significance of these assets and the impact of the proposed development on all of these assets must be included in the Environmental Statement.

Embedded mitigation in relation to heritage assets should include undergrounding in the most sensitive locations, smaller height pylons adjacent to the setting of any heritage assets would need to be fully justified through the evidence provided in the Environmental Statement.

The details of mitigation (once the design has evolved further) and Proposed Assessment Method should be the focus of consultation with District Conservation Officers, prior to the submission of the DCO.

Locally listed/non-designated heritage assets/historic landscapes should not be assumed to be of low value, this will need to be evidenced through the Heritage Impact Assessment that will form part of the Environmental Statement.

It is not clear whether the impact on the character and appearance of Conservation Areas (in addition to setting) can be scoped out at this stage – further information is required in this regard.

Chapter 14 – Noise and vibration:

The commitment to engaging with District Environmental Health Officers on this matter, prior to the submission of the DCO, is noted and welcomed.

The likely noise/vibration and amenity impacts of the alternative options need to be clear within the Environmental Statement.

Details of the further embedded design measures to mitigate the impacts of the development in the operational phase will need to be included in the Environmental Statement.

The Construction Environment Management Plan should include limits on the hours if construction within a certain radius of residential properties and other sensitive receptors.

It is agreed that noise and vibration for the construction phase should be in scope for the Environmental Statement.

Conductor system noise during the operational phase should be scoped in (agreed) and mitigation in this respect must be an integral part of the design evolution.

Full justification would be required as to the noise impact of the replacement substation at Willington if this is to be included within the scope of the DCO.

It is considered reasonable to scope out the operational noise impacts from any cables that are undergrounded, but the benefits of undergrounding in terms of mitigating noise impacts on sensitive receptors should be scoped in.

Further evidence should be provided re. scoping out vibration given that parts of the preferred route are close to sensitive receptors, including dwellings.

The Proposed Assessment Method should be the focus of consultation with District Environmental Health Officers, prior to the submission of the DCO.

Chapter 15 – Socio-economics, Recreation and Tourism:

The impacts on heritage are also relevant to tourism and so need to be cross referenced in the Environmental Statement.

The list of community facilities included within scope should be corroborated by affected Parish Councils.

Future baseline conditions will need to have regard to emerging allocations.

Again, further information is required in relation to the alternative routes that have been discounted in order to be able to assess the relative impact of the proposed route.

The loss of employment of local significance should be of medium significance in table 15.11 (page 544 of the Scoping Report) in predominantly rural areas (such as North East Derbyshire district.)

In relation to the magnitude of impact (table 5.12 on page 546), local employment in rural areas should be considered medium in magnitude.

It is considered that the impact of the operational phase on the local economy and employment should be scoped into the Environmental Statement, just as the impact on businesses, recreation and tourism asset has been.

Chapter 16 – Health and wellbeing

The impacts on heritage and landscape are also relevant to tourism and so need to be cross referenced in the Environmental Statement.

Sent by email only to:

chesterfieldtowillington@planninginspectorate.gov.uk

██████████ of the Planning Inspectorate
Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear ██████████,

OUR REFERENCE 24/01409/NAC

PLANNING ACT (2008) AS AMENDED AND THE INFRASTRUCTURE (ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS 2017 – REGULATIONS 10 AND 11.

SCOPING OPINION IN RESPECT OF AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE CHESTERFIELD TO WILLINGTON OVERHEAD LINE.

I refer to your correspondence of the 1st November 2024 (ref: EN0210001) and the Chesterfield to Willington Environmental Impact Assessment (EIA) Scoping Report by National Grid (Volume 1: Main Text; Volume 2: Appendices; and Volume 3 Parts 1 and 2: Figures) regarding the above development.

It is noted that no part of the development (as identified by the red line on Figure 1.1 (Location/Context)) falls within the district of North West Leicestershire (NWL) but does pass through two immediate neighbouring authority areas (the administrative areas of Erewash Borough Council (EBC) and South Derbyshire District Council (SDDC)).

Environmental Statement Scope

Overall Scope of Environmental Statement

This Authority considers that the Environmental Statement accompanying any such application should include those matters and methodology as set out in the Chesterfield to Willington Environmental Impact Assessment (EIA) Scoping Report by National Grid (Volume 1: Main Text; Volume 2: Appendices; and Volume 3 Parts 1 and 2: Figures).

In particular, Chapter 5 (Landscape and Visual) should assess the visual impacts arising from receptors within the District; Chapter 7 (Historic Environment) should assess the impacts arising to the significance of the setting of heritage assets within the District; Chapter 11 (Traffic and Transport) should assess the impacts arising to the highway network within the District as a result of the movement of construction traffic; and Chapter 13 (Noise and Vibration) should demonstrate that no adverse impacts would arising to relevant receptors within the District.

Cumulative Impacts and Alternatives

The contents of section 5.13 (Cumulative Effects) and Chapter 2 (Main Alternatives Considered) of the submitted Chesterfield to Willington Environmental Impact Assessment (EIA) Scoping Report by National Grid (Volume 1: Main Text; Volume 2: Appendices; and Volume 3 Parts 1 and 2: Figures) are noted, and are considered acceptable from the perspective of North West Leicestershire District Council.

Other (Non-EIA) Matters to be Addressed:

Insofar as matters falling outside of the scope of the Environmental Statement are concerned (i.e. matters to be addressed by way of separate technical reports submitted in support of the Development Consent Order (DCO) application), the Local Planning Authority would advise on the need to take account of the impact the proposed development may have on the safe operation of East Midlands Airport (EMA) and contact should be made with East Midlands Airport Safeguarding (EMAS) (safeguarding@eastmidlandsairport.com) for further advice in this respect.

If you have any questions or queries about this letter, please contact [REDACTED] on telephone number [REDACTED], or by e-mailing on [REDACTED] [@nwleicestershire.gov.uk](mailto:[REDACTED]@nwleicestershire.gov.uk).

Yours sincerely

[REDACTED]

[REDACTED]
Head of Planning and Infrastructure

From: clerk@ockbrookandborrowwashparishcouncil.gov.uk
To: [Chesterfield to Willington](#)
Date: 29 November 2024 11:59:07

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Good Morning,

As per your email dated the 1st November 2024 please see below for the response from Ockbrook and Borrowwash Parish Council.

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

As a relevant consultation body defined in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), thank you for providing Ockbrook and Borrowwash Parish Council (OBPC) the opportunity to Inform the Planning Inspectorate of the information you consider should be provided in the Environmental Statement (ES).

We note the general content of the ES as defined in Schedule 4 of the EIA Regulations, but we have particular interest in Section 2 of these regulations which states that “A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”.

As such, our key feedback to this consultation is that OBPC would implore the applicant to assess the environmental impact of all options open to them for the required purpose. That is, a full and complete environmental impact assessment of both of the options identified as preferable in environmental and socio-economic terms in the Strategic Option Report (March 2024) including EDN-2 (Chesterfield to Willington) but critically also option EDN-1 (New Chesterfield Substation to Ratcliffe-on-Soar).

EDN-1 was already shown to be some £3.1m less expensive than EDN-2 (EDN-1 objectively economically preferable), and we would like full assessment of the relative environmental impacts also assessed in both cases.

In the specific case of Ockbrook and Borrowwash Parish, we would also like to highlight several locally significant environmental characteristics that we would like to see included in the ES assessment:

- Construction pollution of the Ock Brook as the proposed graduated swathe of EDN-2 is through the catchment of this watercourse.
- Impact on local woodland and hedgerows.
- Flood risk to the Ock Brook catchment as the area already suffers significantly from this issue, and construction and operation compaction of the land would only increase this.
- Construction impacts on local flora and fauna.
- Landscape impact and landscape character impact on the villages of Ockbrook and Borrowwash and the surrounding land.
- Heritage assets, including the Derby-Sandiacre Canal within the parish, but also the impacts on Elvaston Castle Country Park located just outside our parish.

Again, to reiterate, we would consider it to fall short of the required standard of the ES if the focus of the study was only on the option considered technically less complex for National Grid, that is EDN-2, and not on the option that may be least damaging environmentally as well as from a socio-economic perspective. Without a full and comprehensive environmental assessment of both EDN-2 and EDN-1

a proper and balanced assessment of damages and benefits of both options cannot be made.

We look forward, as a Parish Council, to being invited to consult further on the developing plans in the future.

Yours sincerely,

[REDACTED]

Clerk/RFO
Ockbrook and Borrowash Parish Council
Parish Hall
Church Street
Ockbrook
Derby
DE72 3SL

01332 664100

[REDACTED]

Disclaimer: The views expressed are personal and may not reflect those of Ockbrook and Borrowash Parish Council, unless explicitly stated otherwise. The information contained herein is confidential and may also be subject to legal privilege. It is intended for the addressee only. Anyone reading this e-mail, other than the addressee, is hereby notified that any unauthorised disclosure or copying of its contents is strictly prohibited.

From: [REDACTED]
To: [Chesterfield to Willington](#)
Subject: Planning enquiry PE\2024\ENQ\51104 - your ref.EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Consultation
Date: 12 November 2024 10:20:33
Attachments: [x_32x32_80d618d6-ca88-4007-97bd-3c6042e65184.png](#)
[facebook_32x32_802d1af9-99d1-4e89-97d9-bcde2f7b4c82.png](#)
[instagram_32x32_37b7cdc3-9e35-45cf-8a86-f96cd596c603.png](#)

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Dear [REDACTED]

Thank you for the consultation on the above proposals. Please see below for our comments at this stage.

We note that whilst the wider study area extends in to the National Park on its eastern side, the actual scoping boundary of the potential route is approximately 5 miles from the Park boundary at its closest point, with much of it further separated than this.

At this stage, however, we also (understandably) have limited details of the final route and required structures. Tentatively, I would advise that given the distances involved and the route proposed, the development would be unlikely to have a significant impact on the landscape setting of the National Park, or otherwise adversely affect it.

We would expect to be re-consulted on the proposals as they are further developed, and for note at that stage I would highlight that the area proposed for LVIA assessment currently does not take in any of the National Park. We would expect visual assessment from key points (i.e. those of greatest visibility) towards the Parks eastern boundary as the proposals progress, particularly given the lack of detail of routing, number, and size of pylons at this early stage.

Further, if the development was to be re-considered for any reason to take on one of the previously discounted routes, many of which run much closer to or within the Park, our position would be likely to change in line with potential setting impacts.

I trust that this is of assistance.

Your sincerely

[REDACTED]
Principal Planner

[REDACTED]
[@peakdistrict.gov.uk](#)

[REDACTED]
Principal Planner

[REDACTED]
[@peakdistrict.gov.uk](#)

Peak District National Park Authority



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Peak District National Park Authority, Aldern House, Baslow Road, Bakewell, DE45 1AE.
Phone:01629 816200

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From: [REDACTED]
To: [Chesterfield to Willington](#)
Cc: clerk@pentrichparishcouncil.gov.uk; [REDACTED]; [REDACTED]@geesons.co.uk; [REDACTED]@btinternet.com; [REDACTED]; [Pentrich Parish Community](#); [REDACTED]
Subject: C2W Statutory Consultation Letter EN0210001 dated 1st November 2024 - Information to be included in Environmental Statement (ES) and the scoping process
Date: 22 November 2024 12:31:36
Attachments: [Pentrich Parish - Response to EIA Scoping Study Nov 2024.docx](#)

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Dear Sir/madam,

Further to receipt of the C2W Statutory Consultation Letter which sets out National Grid (Applicant) proposed Development Consent under the Planning Act 2008.

We confirm that Pentrich Parish Council a recognised consultation body, hereby respond as required by the attached, and raise areas of concern in the omission in the scope and level of detail within the Scoping Document.

We attach our formal response specific to the proposed C2W corridor (EDN2) which is proposed to be routed through the Parish of Pentrich.

Due to the limited time to thoroughly review the information covered in the Scoping document (which is in 3 reports and over 1000 pages) we reserve the right to return to specific points in the future.

We attach our formal response

[REDACTED]
Pentrich Parish Councillor

CC: [REDACTED] Clerk for Pentrich Parish Council
[REDACTED]
[REDACTED]

PARISH COUNCIL RESPONSE TO

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11 Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

To:

The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

BY EMAIL ONLY

chesterfieldtowillington@planninginspectorate.gov.uk

Regarding letter dated 1st November 2024

Received by email by the Pentrich Parish Council Clerk on Friday 1st November

Deadline 29th November 2024 – note not extendable

Document is immense based on 3 reports over 1000 pages and goes into great specific detail with a huge volume of technical data.

Due to the Planning Inspectorate delay in issuing the consultation request Pentrich Parish Council has had insufficient time to carry out a detailed review and comment before the deadline.

This does not mean that members of the Parish Council accept the Draft EIA Scoping Report to be either accurate or fulfils the requirements imposed by statute.

The Parish Council reserves the right to comment further, after the issue of the EIA when submitted with the planning application

The Parish Council reserves the right to submit this response as evidence if there is an application for a Judicial Review

Pentrich Parish Council would ask as a minimum for the following to be taken into account:

We are concerned that the village and Parish has been overlooked within the Scoping document and has been undervalued as the important and extensively used local and regional amenity it is.

The Statutory consultation letter states: 1.14

"Schedule 9(1)(a) "...have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;"

Based on the National and Regional historical significance of Pentrich - the site of the last armed uprising in England (1817) <https://pentrichrevolution.org.uk> and the unique site of the village within the Amber Valley.

The area is well known and used by walkers and ramblers and people interested in local history who visit to follow the designated Pentrich Revolution walks.

Pentrich Parish Council



Proposed DCO Application by National Grid Energy Transmission for Chesterfield to Willington

Royal Mail response to EIA Scoping Consultation

Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its assets and operational interests from any potentially adverse impacts of proposed development.

Royal Mail and its advisor BNP Paribas Real Estate have reviewed the EIA Scoping Report dated October 2024. There are ten operational Royal Mail properties within 6km of the proposed scheme.

The construction of this infrastructure proposal has been identified as having potential to impact on Royal Mail operational interests, particularly if combined with cumulative impacts from other major development schemes. However, currently Royal Mail is not able to provide a consultation response due to insufficient information being available to adequately assess the level of risk to its operation and the available mitigations for any risk. Consequently, Royal Mail wishes to reserve its position to submit a consultation response/s at a later stage in the consenting process and to give evidence at any future Public Examination, if required.

In the meantime, any further consultation information on this infrastructure proposal and any questions of Royal Mail should be sent to:

██████████ (██████████@royalmail.com), Senior Planning Lawyer, Royal Mail Group Limited

██████████ (██████████@struttandparker.com) BNP Paribas Real Estate/Strutt & Parker

Please can you confirm receipt of this holding statement by Royal Mail.

End

From: [REDACTED]
To: [Chesterfield to Willington](#)
Subject: Scoping Opinion Consultation
Date: 22 November 2024 13:44:37

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Good afternoon

I am writing to inform you that the Parish Council has no comments to add to those previously submitted.

Kind Regards

[REDACTED]

Parish Clerk and R.F.O.

From: [Smalley Parish Council](#)
To: [Chesterfield to Willington](#)
Subject: EN0210001 Chesterfield to Willington
Date: 25 November 2024 09:46:04

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The National Grid Update Scheme: A Call for Consideration of Local Environments

The introduction of the National Grid update scheme has been a topic of considerable discussion, sparking a myriad of responses from various stakeholders, including residents, environmentalists, and Local Councils, as well as Amber Valley Borough Council and Derbyshire County Council.

While acknowledging the necessity for infrastructure improvements to meet modern energy demands, it is imperative to examine the implications these updates hold for local environments.

As the consultation process unfolds, it is essential to spotlight the concerns regarding community impact, historical preservation, and adherence to regulatory frameworks.

One of the primary grievances among residents pertains to the consultation phase itself.

The National Grid has provided only a singular option for infrastructural updates during this initial outreach, a choice that seems limiting given the numerous potential routes that have been costed, analysed, and time framed.

This unilateral approach raises questions about the transparency and comprehensiveness of the consultation process.

In a matter as critical as energy infrastructure, where numerous routes can potentially alleviate the impact on communities, it is reasonable for residents to expect a wider array of options to be presented for discussion.

Clarity on the various proposed routes, along with visual representations of where pylons would be situated, would facilitate informed discourse, and allow for more productive community engagement.

The absence of such information has left many feeling frustrated and unrepresented at a seminal stage of the planning process.

Turning to the historical context of the proposed routes, one cannot overlook the potential ramifications on the Parish of Smalley. Section 3 of the planned route raises particular concern for residents, given its proximity to two conservation areas and the expected visual intrusion posed by towering pylons.

The pylons threaten not only the landscape but also the heritage of the area,

specifically Horsley Park—a site listed on the Derbyshire Historic Environmental Record.

Running through an area with historical significance, including the remnants of deer parks noted in the Domesday Book, the proposed infrastructure could lead to irrevocable changes in the visual and historical fabric of the community.

The implications of the National Grid's proposal extend beyond aesthetics; they delve into the critical topic of environmental preservation.

In keeping with the National Planning Policy Framework (NPPF), particularly Section 13, Paragraph 143, it is vital to understand the importance of preserving Green Belt areas. These designated lands are not only preserves of natural beauty but also serve to mitigate various forms of urban encroachment.

Specifically, the framework highlights that development within Green Belt areas must be approached with caution to avoid unrestricted sprawl of large built areas, the merging of neighbouring communities, and degradation of the countryside.

The proposed placement of pylons within Green Belt land goes against the principles established in the NPPF.

Paragraph 152 of the same framework plainly states that inappropriate development in these areas is harmful and must only be sanctioned under exceptional circumstances.

This raises a pertinent query: Are there truly no alternative routes that could ease the burden on both the environment and the community?

Given the breadth of considerations at hand, it appears prudent for the National Grid to explore and present alternative routes that circumvent the Green Belt, thus avoiding a confrontation with regulatory standards intended to protect these vital spaces.

In reflecting upon community needs and environmental considerations, it becomes clear that the National Grid update scheme warrants further examination and modification.

A transparent and inclusive consultation process is essential to ensure all stakeholders feel heard and considered.

Residents deserve a voice not only in the type of infrastructure being implemented but also in its placement, which holds profound implications for both the present and future landscape of their community.

As we move forward in this endeavour, it is a collective responsibility to weigh the imperatives of infrastructure development against the sanctity of our local environments and historical significances.

The balance struck here will not only shape the energy future of communities like Smalley but also establish a precedent for how similar projects are approached in

the future, emphasizing that progress need not come at the expense of heritage and environmental integrity.

Regards

[REDACTED]

Clerk

Smalley Parish Council



Head of Planning and Strategic Housing
South Derbyshire District Council,
Civic Offices, Civic Way,
Swadlincote, DE11 0AH

www.southderbyshire.gov.uk

@SDDC on Twitter

@southderbyshiredc on Facebook

Please ask for [REDACTED]

Phone [REDACTED]

[REDACTED] [@southderbyshire.gov.uk](mailto:[REDACTED]@southderbyshire.gov.uk)

SDDC Ref. No: DMOT/2024/1452

Planning Inspectorate Ref: EN0210001

29th November 2024

Dear [REDACTED],

Application: Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Proposed development: Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Thank you for your consultation regarding the above referenced proposals requesting a response to consultation regarding the Environmental Statement Scoping Report. Officers have reviewed the scoping report and are broadly in agreement with the range of information it proposes to include within the Environmental Statement.

Notwithstanding this there are some areas which we consider should be included within the report in particular this includes the recognition of the South Derbyshire Draft Local Plan, which is currently under consultation and scheduled to be submitted to government in 2025.

Planning Officers at South Derbyshire District Council have consulted internally and with the Derbyshire Wildlife Trust and the below areas summarise the areas where it is considered the Environmental Statement could better consider the impacts of the proposed development.

1. General comments

The South Derbyshire District Local Plan Part 1 Review is currently under consultation and details can be found in the links below including the extensive evidence base.

[Draft Local Plan Part 1 Review | South Derbyshire District Council](#)

<https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/evidence-base-2/district-wide-and-derby-hma-evidence>

The Local Plan is likely to be submitted to central government for examination in Spring 2025 in the event of the NPPF retaining the requirement for local plans to be submitted under the current system of plan preparation by 30 June 2025. If this date is amended in line with the consultation version of the NPPF then the Local Plan is likely to be submitted by December 2025. Either way, the draft local plan could reasonably be expected to be approved in winter/ spring 2025/26. SDDC request that the impact upon the strategic allocations within the plan is included within the scope of the Environmental Statement. In particular the ES

should consider in detail the implications of the National Grid proposals impeding the delivery of one of only two Strategic Housing led Sites included in the Draft Local Plan.

At present the scoping boundary includes areas of the strategic allocation (STRAT1: Infinity Garden Village Mixed Use Allocation). This site proposes a mixed-use allocation and seeks to allocate land for 2000 dwellings and 70ha of employment land in addition to carrying forward and allocation for 1950 homes in the currently adopted Local Plan, within the South Derbyshire administrative boundary. It would serve to contribute not only to South Derbyshire District Council's housing and employment land supply but also to the unmet need of Derby City Council.

SDDC request that the scope of the Environmental Statement is extended to include the draft Local Plan and have particular regard to the impact on allocation STRAT1, considering the likely impacts arising to this development. This impact includes the risk of delivery part or all of the strategic allocation if the final route of the pylons is north of the A50. If delivery of this site is put at risk or the quality of the allocation is impeded by having pylons too close to it, the implications of this including options for effective mitigation must be considered with reference to the evidence referred to above, and in particular the Sustainability Appraisal work. This indicates that either not meeting need arising from Derby or relying on sites further away will amount to less sustainable options, when compared to the draft local plan strategy of meeting unmet need arising from Derby on the two sites selected. More broadly, the draft local plan, which will, subject to examination, be adopted within the early stages of this project, should be considered within the Environmental Statement and as a material consideration of significant weight in the determination of the application.

2. Noise and vibration

The Council's Environmental Health Officer confirms they agree the scope of the Environmental Statement as proposed. Officers would like to reiterate the importance that the Environmental Statement includes assessment of the impact of the project, and mitigation for this impact, on these in a similar way to that set out for other draft plans at 2.4.2 within the Main Text document. It is noted that section 14 of the Main Text sets out that the proposed route avoids Noise Sensitive Receptors within 200m of the proposed route however SDDC would like to reiterate that the draft strategic allocation, that lies within the scoping boundary should be considered within the scope of the Environmental Statement.

3. Heritage

The South Derbyshire District Council Conservation Officer has reviewed the proposals and considers that the proposed development, as stated within the supporting information, stands to have a direct impact upon Non-Designated Heritage Assets and an impact upon the setting of Designated Heritage Assets along the line of potential routes. They raise concern regarding the route wide harm to the historic environment and landscape character as, given the scale of the development proposed, it is possible for the impacts to be felt to the setting of heritage assets.

They identify the adverse visual impact resulting from the development on Heritage Assets within the district and note that the landscape scale of the development proposed gives rise to impacts being felt to the setting of assts intended to command extensive landscape views. They further note the need to carefully examine within the Environmental Statement the impact on South Derbyshire's villages and Conservation Areas as well as the concentration of Designated and Non-Designated Heritage Assets within the villages and neighbouring settlements.

In terms of the Environmental Statement this should include a Statement of Significance and a heritage Impact Assessment to identify and mitigate the impacts of the proposed development. Where possible scope of mitigation in relation to built heritage should include:

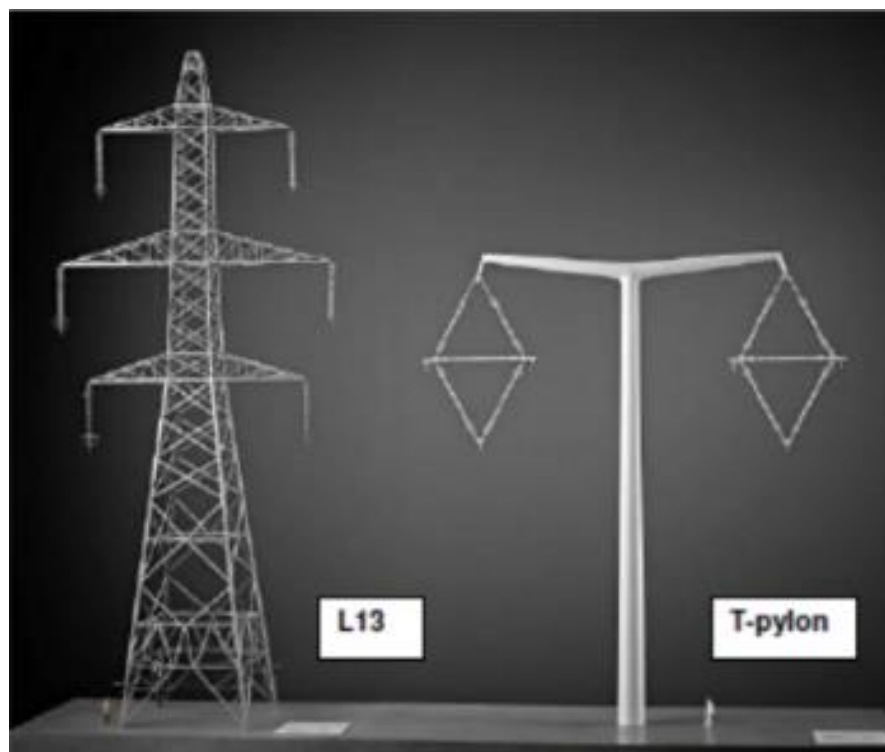
- Utilistion of the existing power line route to minimize new harm,
- Removal of redundant infrastructure
- Consideration of underground cabling, in particular in highly significant areas and with visual impact to Grade II* and Grade I Listed Buildings and Registered Parks and Gardens
- Avoidance of routes close to Scheduled Ancient Monuments

In respect of below ground heritage assets South Derbyshire District Council would defer comment on the scope of the EIA to the Derbyshire County Council Archaeology Team.

4. Design, landscape and visual impact

SDDC broadly agrees the study area for the LVIA as defined within section 6 of the Main Text and the relevant maps within figures 6.1 – 6.6 of Volume 3. As noted above the landscape impact of the project will be felt along the length of the route and with a varying level of harm experienced at different Heritage assets and linked to their significance and the reason for such. South Derbyshire District Council on this basis welcome the flexible approach to applying professional judgement to the inclusion of viewpoints that may lie outside the referenced 7.5km boundary for receptors and agree the logic set out for reducing this buffer should long sections of underground cabling be proposed that would reduce the likelihood of significant impacts.

Given the size of the pylons SDDC consider that, first and foremost, such infrastructure ought to be provided underground and only where that is not possible should towers be considered. The use of standard lattice towers is rather unimaginative for what will be a significant intrusion into the landscape and we would advise that if undergrounding is not possible the opportunity ought to be explored to utilise more contemporary T-Pylons that are as small as possible since, they would sit rather more elegantly in the landscape (see examples below). It is acknowledged that the ES would need to fully assess difficulties during the construction phase as it is understood that the T-shaped pylons need to be brought to site in large sections whereas the lattice structure can be assembled more easily in parts on site and hence less disruption to get them to site to start off with. The visual impact of the proposals is especially important due to the relative flat, low-lying nature of the topography of this part of the District. Any supporting infrastructure also ought to be designed to blend into the landscape, be suitably mitigated with planting, and be coloured so as to be as unobtrusive as possible.



The proposals refer to new steel lattice pylons that would typically be 50 metres in height. The proposal should be assessed by a suitably qualified LVIA specialist, accredited by the Landscape Institute, and Derbyshire County Council would be best placed to provide this service as they have in-house expertise for this, and they would be able to cover the whole route. On this basis, South Derbyshire District Council would generally support comments received to the scoping consultation on the landscape and visual impact of the project upon the Landscape Character of Derbyshire that are received from Derbyshire County Council, in particular in terms of the county wide impact of the project. We would further encourage engagement with the stakeholders listed within section 6.5.3 of the main text as part of the ongoing development of the ES / LVIA scope.

5. Highways, transport and construction phase compounds

On matters of highway safety and capacity for both construction and operation of the development SDDC would defer to the opinion of National Highways and Derbyshire County Council Local Highway Authority, whom it is noted have been consulted on the project thus far.

In addition, we would like to highlight, that whilst it is appreciated that the project route and design are yet to be finalised, however it is understood that Nationally Significant Infrastructure Projects require large construction compounds that have potential to give rise to environmental impacts for the duration of the construction phase. It is recommended that the spatial scope of the Environmental Statement have regard for the potential locations within the limits of the route where such compounds might be located and to provide a contingency, without of course, overstating the likely effects but enabling flexibility to the construction program and compound locations that would eliminate the need for future ES Addendums.

6. Ecology and Biodiversity

SSSI buffer zones with specific regard to the Ecological Impact Assessment (EclA), which will be reported within the Ecology Chapter of the Environmental Statement, we advise that the most up to date recommendations for the EclA process should be adopted. Therefore, we would refer the applicant to the publication from CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine¹ and advise that this document should be used to guide production of the proposed Ecology Chapter.

In brief, we would expect the Ecology Chapter to include the following:

- a desktop study to include consultations with Derbyshire Biological Records Centre and, where relevant, Derbyshire Bat Group, Derbyshire Ornithological Society, Derbyshire Amphibian and Reptile Group and Derbyshire and Nottinghamshire Entomological Society. The National Biodiversity Network and Defra's MAGiC website (<https://magic.defra.gov.uk/>) should also be checked for any relevant information. Natural England may also require consultation if statutory designated sites are likely to be impacted by proposals.
- the results of UK Habitat Classification survey to determine and report the habitat types and their features present along the route.
- Identification of designated sites at international, national and local level
- the results of specific targeted surveys for species including mammals, birds, reptiles, amphibians, higher plants and fungi, protected species and Species of Principle Importance as informed by the desktop study and habitat assessments.
- an evaluation of the ecological importance of the habitat and species receptors within a defined geographical context.
- an assessment of the impacts of the proposals on species, habitats and designated sites and landscapes.
- details of measures to avoid, mitigate and where necessary compensate for impacts.
- Specifically in relation to this development, the EIA should address the potential risk to birds from the pylons and cables as well as potential disruption to flight lines and migration and dispersal routes.

We have reviewed section 7 of the EIA scoping report (National Grid, October 2024). With regard to table 7.9 (Optimal Survey Period and Methodology by Ecological Feature) I recommend that the bird surveys also include consideration of the risk of bird collision in the Trent Valley. With regard to section 7.9.1 (Ecological Features Scoped In and Out For Further Assessment) I would advise that operational impacts on designated sites in the Trent Valley should be scoped in for further consideration.

It is important that all survey work is undertaken at an appropriate time of the year by suitably competent personnel. Full consideration should be given to UK legislation, along with national and local planning policy.

Additional guidance on surveys, mitigation and report writing can be found in the CIEEM Ecological Report Writing Guidance (September 2018 Version 1.2 Updated April 2022), British Standards BS:42020 (2013), Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th edition) produced by the Bat Conservation Trust (Collins, B.J. 2023) and UK Bat Mitigation Guidelines: a guide to impact assessment, mitigation and compensation for developments affecting bats (Reason, P.F. and Wray, S. 2023). Chartered Institute of Ecology and Environmental Management, Ampfield.

The approach within the scoping assessment to the HRA for the River Mease in terms of the basis of the HRA for the construction phase and the scoping in of this within the Environmental Statement, given the sensitivity of the SSSI and the species for which it is designated is agreed as necessary. It is a requirement of the Conservation and Habitat Regulations 2017 that projects consider their affects not only in isolation but in combination, Officers would like to highlight this requirement and the need to consider other developments proposed as part of the HRA.

7. Trees

The Council's Tree Officer considers the scope of information detailed within the supporting information in terms of the DCO limits the desk based and field survey work to develop an AIA which seeks to minimis the adverse impacts upon trees and woodlands to be acceptable at this stage.

The comments received are appended to this letter. Should you require clarification on any of the points raised in this response, please contact [REDACTED] via email at [REDACTED] [@southderbyshire.gov.uk](mailto:[REDACTED]@southderbyshire.gov.uk)

Yours faithfully

[REDACTED]

[REDACTED]

Head of Planning and Strategic Housing

From: [REDACTED]
Sent: 26 November 2024 10:27
To: [REDACTED]
Subject: Comments on DMOT/2024/1452

Dear [REDACTED],

Comments on DMOT/2024/1452

Consultation from Planning Inspectorate on application ref. EN0210001 seeking scoping opinion relating to application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development) at Chesterfield to Willington Overhead Line

Thank you for including me in this consultation request. I take a keen interest in matters relating to the impact of this proposal on the Historic Environment, especially as I have worked in the Conservation Teams for the local authorities of Chesterfield, Amber Valley, & Erewash prior to South Derbyshire. I am concerned regarding the level of harm to the historic environment and landscape character of the whole route, not just the impact to South Derbyshire.

Given the landscape scale of the proposed development, it would certainly be possible for impacts to be felt to the setting of heritage assets intended to command extensive landscape views.

The report highlights specific visual impacts in South Derbyshire, including:

The likely visual receptors to the Project between Ockbrook and Aston-on-Trent are:

- Users of one promoted long distance path: Derwent Valley Heritage Way.
- Users of PRowS and local roads.
- Residents of villages including: Ockbrook, Spondon, Risley, Borrowash, Draycott, Ambaston, Boulton, Thurlston, Elvaston, Shardlow, Aston-on-Trent, Chellaston and other scattered settlement.
- Recreational users of Elvaston Park, Beechwood Park and the Trent & Mersey Canal.

The likely visual receptors to the Project between Aston-on-Trent and Willington Substation are:

- Users of PRowS and local roads.
- Users of National Cycle Route no.6.
- Residents of villages including: Aston-on-Trent, Chellaston, Weston-on-Trent, Swarkestone, Barrow-on-Trent, Stenson, Findern, Willington, Tower Farm, Tarasivka, Stanton by Bridge, Ingleby, Repton, Sinfin/Stenson Fields and other scattered settlement.
- Recreational users of Swarkestone Sailing Club, Hill Farm Camping & Caravanning Park, Trent and Mersey Canal and Mercia Marina.

The impact of the proposal on the villages of South Derbyshire should be carefully examined, with the South Derbyshire villages mentioned above being Conservation Areas, and the concentration of Designated and Non-Designated Heritage Assets within them and the neighbouring settlements.

- [Aston-on-Trent Statement adopted 2011](#)
- [Barrow-on-Trent Statement adopted 2011](#)
- [Repton Statement adopted 2013](#)
- [Shardlow Statement adopted 2014](#)
- [Stanton-by-Bridge Statement adopted 2014](#)
- [Swarkestone Statement adopted 2014](#)
- [Trent and Mersey Canal CA Character Statement 2014](#)
- [Twyford Statement adopted 2014](#)

Request for additional information

The report provides analysis of the Heritage Assets in table 8.3. It would be useful to have a breakdown of the Designated Heritage Assets in each Local Authority area, as is provided for Non-Designated Heritage Assets in table 8.5. The impact to the Historic Environment in South Derbyshire is very evident in table 8.5, and I think it is therefore important to show all details in 8.3 specifically for South Derbyshire.

Table 8.3 - Summary of Designated Heritage Assets

Designated Heritage Assets	Within Scoping Boundary	Between Scoping Boundary and 2km study area	Total
World Heritage Sites	0	1	1
Scheduled Monuments	6	21	27
Grade I Listed Buildings	2	30	32
Grade II* Listed Buildings	5	36	41
Grade II Listed Buildings	73	719	792
Grade I Listed Registered Parks and Gardens	0	1	1
Grade II* Listed Registered Parks and Gardens	0	2	2
Grade II Listed Registered Parks and Gardens	0	1	1
Conservation Areas	10	38	48
			945

Table 8.5 - Non-Designated Heritage Assets within Local Planning Authority Areas

Asset Type	Within Scoping Boundary	Outside Scoping Boundary, within 250m study area	Totals
North East Derbyshire District			
Archaeology	18	45	63
Built Heritage	40	30	70
Bolsover District			
Archaeology	3	7	10
Built Heritage	1	5	6
Amber Valley District			
Archaeology	70	65	135
Built Heritage	3	30	33
Erewash District			
Archaeology	54	38	92
Built Heritage	2	17	19
South Derbyshire District			
Archaeology	152	57	209
Built Heritage	10	23	33

I agree with the following requirement for the next steps:

The baseline information collected for the Historic Environment Assessment (Chapter 8) will be used within the LVIA to better understand the contribution heritage designations (such as the Derwent Valley Mills World Heritage Site, Registered Parks & Gardens of Historic Interest, and built Conservation Areas) and heritage assets make to conservation interest and cultural associations of the landscape and to visual amenity within the LVIA Study Area. This will inform judgments upon the 'value' (and subsequently, therefore, the sensitivity) of landscape character receptors. Such awareness of heritage assets (and the components associated with them – such as 'designed' or 'recorded' views, where they are publicly accessible, will also inform judgements upon the sensitivity of visual receptors.

The value attached to receptors' views or visual amenity, as defined in GLVIA3 (Para. 6.37, Page 114) is determined with reference to:

- Planning designations specific to views.
- Whether a view or visual amenity is recorded as important in relation to designated landscapes (such as views specifically mentioned in the special qualities of a National Park).
- Whether a view or visual amenity is recorded as important in relation to heritage assets (such as designed views recorded in citations of gardens and designed landscapes or views recorded as of importance in Conservation Area Appraisals).
- The value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment and references to them in literature and art. 6.8.23 As such, a designated viewpoint or scenic route advertised on maps and in tourist information, or a viewpoint which is a significant destination in its own right, is likely to indicate a view of higher value. High value views may also be recognised in relation to the special qualities of a designated landscape or heritage asset, or it may be a view familiar from photographs or paintings.

An initial examination of the historic landscape characterisation data, provided by the HER, shows there are large areas of agriculture that date from the Post-medieval to Modern periods. Also noted are commons, built or industrial areas (including coal mining), areas of boundary loss, meadows, parklands, woodlands (including ancient woodlands), areas of archaeological interest (including a Bronze Age cemetery and Iron Age Settlement), and enclosed fields (both regular and irregular). Historic landscape characterisation would be used to inform the baseline in the ES.

The Heritage Assets in South Derbyshire with specific mention are:

- Elvaston Castle and Parkland
- Viking Cemetery at Heath Wood
- Swarkestone Hall Ruins, Pavilion, Parkland and the Causeway and Bridge
- Prehistoric landscape and sites at Willington / Swarkestone / Barrow upon Trent
- Canal and River Trust
 - Consideration to the Trent and Mersey Canal, together with routes of two former canals – Cromford Canal and the Derby and Sandiacre Canal – both of which are subject to restoration projects. The canal/s are an important historic feature in the landscape and potential impacts on its character, appearance and setting will need to be considered carefully including construction activities. Consideration should also be paid to several features separately listed as heritage assets in their own right in proximity to the canal/s. Impacts on these heritage assets will be considered, including in terms of changes to appearance or setting during construction and operation.

Conclusion

The proposed scheme has the potential to impact the setting of Designated Heritage Assets, and potential to impact directly on Non-Designated Heritage Assets. The historic landscape may also be impacted upon; there will be adverse visual impact to the historic environment.

it is advised that a Statement of Significance and a Heritage Impact Assessment is prepared and used to identify and mitigate impacts. The setting of the historic environment requires a Landscape Visual Impact Assessment.

Further consideration should be given to

- Utilising the existing power line route to minimise new harm to Heritage Assets.
- Removal redundant infrastructure.
- Consideration of underground cables, especially in highly significant areas; within visual impact to Grade II*, Grade I, and Registered Parks & Gardens.
- Avoidance of route close to or adjacent to Scheduled Ancient Monuments.

Conservation Officer

Direct Telephone: [REDACTED]

From: Planning Applications <planningapplications@southderbyshire.gov.uk>

Sent: 13 November 2024 14:55

To: [REDACTED] <[REDACTED]@southderbyshire.gov.uk>

Subject: Application ref. DMOT/2024/1452: Consultation on planning application (Tree Officer)

CAUTION! This Email was sent from outside SDDC. Only open links and attachments you're expecting.

Consultation from Planning Inspectorate on application ref. EN0210001 seeking scoping opinion relating to application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development) at Chesterfield to Willington Overhead Line

The above planning application has been received. The details can be viewed following <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0210001/documents>. I have also enclosed the consultation letter.

Timeframe for, and how and where to send a response

Due to the need to issue a decision within a statutory timeframe, I must receive your full comments promptly and no later than **23/11/2024**. Failure to respond within this timeframe will be taken as indicative of your intention not to comment. We must also be able to circulate any pre-commencement conditions to the applicant no less than 10 days before a decision is due.

Please provide or attach your comments by return email, ensuring you quote the above application reference number.

Form and scope of response

I am seeking your comments in so far as it affects your interests. Please ensure any response clearly outlines (1) your current stance towards the proposal, (2) the reasons for your position, and (3) what conditions and/or obligations you would wish to see attached to any grant of permission. You are strongly recommended to use the enclosed pro-forma or set out your response in this manner.

Please note that conditions will only be attached where they fulfil [the tests for imposing conditions](#) as set out in Planning Practice Guidance and conditions which require the submission and approval of information before any works can commence ([pre-commencement conditions](#)) will only be imposed in exceptional circumstances. You should base your request on our list of model conditions.

If you object to the proposals as currently presented, please outline the full reasons for your objection as **there is no guarantee that amendments or further information will be sought or received**. If you consider amendments or further information could overcome your objection, please provide these as advisory notes.

When a decision is made the decision notice and officer report will be displayed online at the above link.

Yours faithfully



Head of Planning and Strategic Housing

Please do not edit or remove the following text: a0bTu000003dpLtlAI

From: [REDACTED]
To: [SDDC Planning Applications](#); [REDACTED]; [REDACTED]
Subject: RE: Application ref. DMOT/2024/1452: Consultation on planning application (Tree Officer)
Date: 26 November 2024 10:49:16 AM

[REDACTED].

The Chesterfield to Willington Environmental Impact Assessment Scoping Report Volume 2: Appendices October 2024 sets out the proposals for and Arboricultural Strategy in Appendix 7A. The Arboricultural Strategy will set out the scope and methodology to assess the arboricultural assets on the route of the proposed power line. The outcomes of the arboricultural assessment will be reported in the form of an Arboricultural Impact Assessment (AIA) in support of the Ecology and Biodiversity assessment within the Environmental Statement (ES).

The Study Area will include the DCO limits and a minimum of 15m buffer extending up to 30m for veteran trees. The Desk study will be undertaken to review and analyse publicly accessible online datasets to provide an overview of the planning and development constraints relating to arboricultural features across the study area.

Field survey will be undertaken to identify and assess the value of trees and principal arboricultural features that are within influencing distance of the project.

The AIA will seek to ensure the project minimises the adverse effects on trees and woodlands.

If it has not already been carried out, I suggest that the boundary of the Project is set up on iShare GIS system to allow assessment of the impact of the project to be assessed at a District and Parish level.

Regards

[REDACTED]
Tree Consultant

Mobile: [REDACTED]

Working Days: Wednesday & Thursday

From: Parks and Green Spaces <parksandgreenspaces@southderbyshire.gov.uk>
Sent: 13 November 2024 15:06
To: [REDACTED] <[REDACTED]@southderbyshire.gov.uk>
Subject: FW: Application ref. DMOT/2024/1452: Consultation on planning application (Tree Officer)

From: Planning Applications <planningapplications@southderbyshire.gov.uk>
Sent: 13 November 2024 14:54
To: Parks and Green Spaces <parksandgreenspaces@southderbyshire.gov.uk>
Subject: Application ref. DMOT/2024/1452: Consultation on planning application (Tree Officer)

CAUTION! This Email was sent from outside SDDC. Only open links and attachments you're expecting.

Consultation from Planning Inspectorate on application ref. EN0210001 seeking scoping opinion relating to application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development) at Chesterfield to Willington Overhead Line

The above planning application has been received. The details can be viewed following <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0210001/documents>. I have also enclosed the consultation letter.

Timeframe for, and how and where to send a response

Due to the need to issue a decision within a statutory timeframe, I must receive your full comments promptly and no later than **23/11/2024**. Failure to respond within this timeframe will be taken as indicative of your intention not to comment. We must also be able to circulate any pre-commencement conditions to the applicant no less than 10 days before a decision is due.

Please provide or attach your comments by return email, ensuring you quote the above application reference number.

Form and scope of response

I am seeking your comments in so far as it affects your interests. Please ensure any response clearly outlines (1) your current stance towards the proposal, (2) the reasons for your position, and (3) what conditions and/or obligations you would wish to see attached to any grant of permission. You are strongly recommended to use the enclosed pro-forma or set out your response in this manner.

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If you object to the proposals as currently presented, please outline the full reasons for your objection as **there is no guarantee that amendments or further information will be sought or received**. If you consider amendments or further information could overcome your objection, please provide these as advisory notes.

When a decision is made the decision notice and officer report will be displayed online at the above link.

Yours faithfully

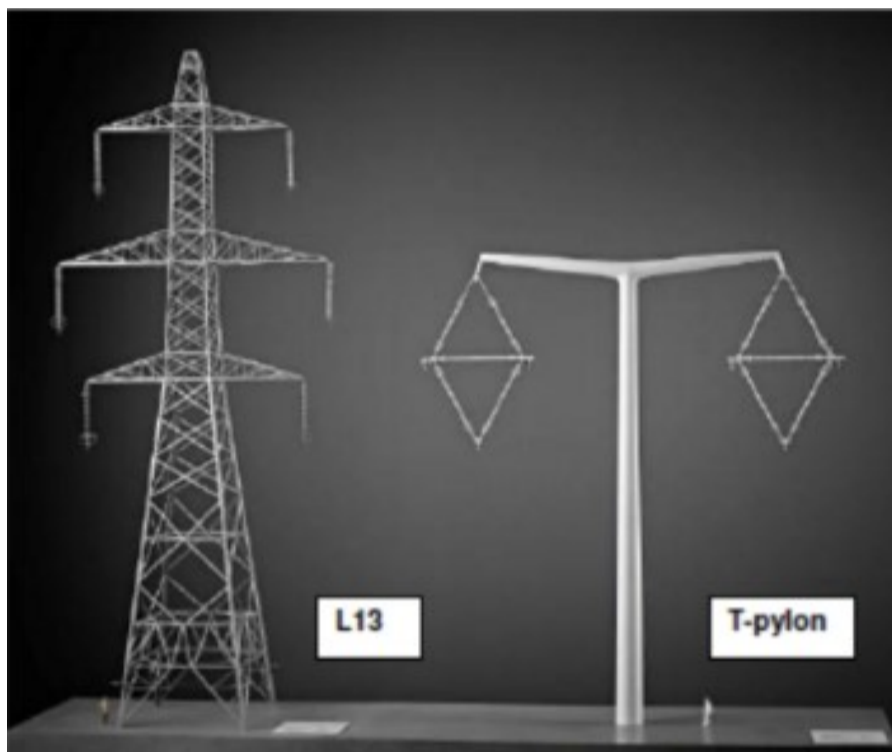


Head of Planning and Strategic Housing

From: [REDACTED]
Sent: 27 November 2024 15:34
To: [REDACTED]
Subject: Proposed National Grid Upgrade - Chesterfield to Willington

Good afternoon Sarah,

Further to our discussions earlier I'm emailing to advise you of my view on the proposals. The proposals refer to new steel lattice pylons that would typically be 50 metres in height. I would advise that the proposal should be assessed by a suitably qualified LVIA specialist, accredited by the Landscape Institute, and Derbyshire County Council would be best placed to provide this service as they have in-house expertise for this, and they would be able to cover the whole route. In general terms, however, it is my view that, first and foremost, such infrastructure ought to be provided underground and only where that is not possible should towers be considered. The use of standard lattice towers is rather unimaginative for what will be a significant intrusion into the landscape and I would advise that the opportunity ought to be taken to utilise more contemporary T-Pylons that are as small as possible since, in my view, they would sit rather more elegantly in the landscape (see examples below). This is especially so due to the relative flat, low lying nature of the topography on this part of the District. Any supporting infrastructure also ought to be designed to blend in to the landscape, be suitably mitigated with planting, and be coloured so as to be as unobtrusive as possible.



I hope these comments are helpful.

Regards,

[REDACTED]
Major Sites Team Leader
Place and Prosperity

Mobile: [REDACTED]
General Planning Number: [REDACTED]

Any advice is given at officer level only and does not prejudice any final decision the Council makes in the future



www.southderbyshire.gov.uk

Working together to shape our environment, drive our economy and support our communities.



Derbyshire
Wildlife Trust

Sandy Hill, Main Street,
Middleton, Derbyshire, DE4 4LR
T 01773 881188
E enquiries@derbyshirewt.co.uk

www.derbyshirewildlifetrust.org.uk

Derbyshire Wildlife Trust is registered in
England and Wales, company number 715675
Charity number 222212
VAT number 509 4825 32



Planning Services Manager
South Derbyshire District Council
Civic Offices
Civic Way
Swadlincote
Derbyshire
DE11 0AH

For the attention of Steffan Saunders

Your Ref: DMOT/2024/1452

Our ref: DWTSOU1148

27th November 2024

Dear Steffan,

Proposal: Consultation from Planning Inspectorate on application ref. EN0210001 seeking scoping opinion relating to application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development) at Chesterfield to Willington Overhead Line

Application: DMOT/2024/1452

With reference to the above application, I am responding as the Biodiversity Planning Officer responsible for work relating to the Service Level Agreement, which the South Derbyshire District Council and the Trust have signed. The following comments are aimed at providing accurate and up to date information on nature conservation issues associated with the proposed development.



Comments

With specific regard to the Ecological Impact Assessment (EclA), which will be reported within the Ecology Chapter of the Environmental Statement, we advise that the most up to date recommendations for the EclA process should be adopted. Therefore, we would refer the applicant and the Local Planning Authority to the publication from CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine¹ and advise that this document should be used to guide production of the proposed Ecology Chapter.

In brief, we would expect the Ecology Chapter to include the following:

- a desktop study to include consultations with Derbyshire Biological Records Centre and, where relevant, Derbyshire Bat Group, Derbyshire Ornithological Society, Derbyshire Amphibian and Reptile Group and Derbyshire and Nottinghamshire Entomological Society. The National Biodiversity Network and Defra's MAGiC website (<https://magic.defra.gov.uk/>) should also be checked for any relevant information. Natural England may also require consultation if statutory designated sites are likely to be impacted by proposals.
- the results of UK Habitat Classification survey to determine and report the habitat types and their features present along the route.
- Identification of designated sites at international, national and local level
- the results of specific targeted surveys for species including mammals, birds, reptiles, amphibians, higher plants and fungi, protected species and Species of Principle Importance as informed by the desktop study and habitat assessments.
- an evaluation of the ecological importance of the habitat and species receptors within a defined geographical context.
- an assessment of the impacts of the proposals on species, habitats and designated sites and landscapes.
- details of measures to avoid, mitigate and where necessary compensate for impacts.

¹CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.3. Chartered Institute of Ecology and Environmental Management, Winchester.

- Specifically in relation to this development, the EIA should address the potential risk to birds from the pylons and cables as well as potential disruption to flight lines and migration and dispersal routes.

I have reviewed section 7 of the EIA scoping report (National Grid, October 2024). With regard to table 7.9 (Optimal Survey Period and Methodology by Ecological Feature) I recommend that the bird surveys also include consideration of the risk of bird collision in the Trent Valley. With regard to section 7.9.1 (Ecological Features Scoped In and Out For Further Assessment) I would advise that operational impacts on designated sites in the Trent Valley should be scoped in for further consideration.

It is important that all survey work is undertaken at an appropriate time of the year by suitably competent personnel. Full consideration should be given to UK legislation, along with national and local planning policy.

Additional guidance on surveys, mitigation and report writing can be found in the CIEEM Ecological Report Writing Guidance (September 2018 Version 1.2 Updated April 2022), British Standards BS:42020 (2013), Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th edition) produced by the Bat Conservation Trust (Collins, B.J. 2023) and UK Bat Mitigation Guidelines: a guide to impact assessment, mitigation and compensation for developments affecting bats (Reason, P.F. and Wray, S. 2023). Chartered Institute of Ecology and Environmental Management, Ampfield.

Should you require any further information or clarification please contact me further.

Yours sincerely,

[Redacted signature]

[Redacted name]

Head of Biodiversity Planning

planning@derbyshirewt.co.uk

SOUTH WINGFIELD PARISH COUNCIL

27 November 2024

SOUTH WINGFIELD PARISH COUNCIL RESPONSE TO

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

To:

The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

BY EMAIL ONLY

chesterfieldtowillington@planninginspectorate.gov.uk

Thank you for including our Parish Council in your consultation. We would suggest the timeframe allowed for parish council to go through over 1000 pages of highly technical information is unfair.

Your letter states that the deadline for a response by a Consultation Body (South Wingfield Parish Council) is 29 November 2024 – a deadline which cannot be extended.

The appalling and inexcusable delay on your part in issuing the consultation request does mean that as a Parish Council, we are unable to comment on the acceptability of the Draft EIA Scoping Report but that should not be taken to read that members accept the Draft to be either accurate or fulfils the requirements imposed by statute. As such, South Wingfield Parish Council reserves its position to comment further following issue of the applicant's EIA when submitted with their planning application and, in the event of there being an application for a Judicial Review (assuming the issue of grant of planning

SOUTH WINGFIELD PARISH COUNCIL

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Church Lane
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07967 300154 / clerk@southwingfieldparishcouncil.gov.uk

www.southwingfieldparishcouncil.gov.uk

consent) we reserve the right to submit this response as evidence of unreasonable performance on the part of the Planning Inspectorate.

Below are our comments.

We have at all stages expressed the view that NG has failed to take seriously the alternative route of the M1 motorway and pointed out that the route of the motorway was planned to cause minimum possible disfigurement to the landscape. It should naturally follow that the pylon route should follow the same path.

This development would devastate the NDHA historic Alfreton Park, which is planned to become a conservation area.

There is no mention in the NG literature of the Alfreton Park Community School at all. Although this is just outside our parish any over ground infrastructure in our parish will greatly impact the children who attend. The visual impact on the Parish would be considerable and we believe the application fails to consider adequately the historic and cultural value of the area, in particular by omitting many Listed and Scheduled Monuments. In addition there are more than 20 buildings of historical interest in the Parish not yet listed or scheduled. These should have been listed as Heritage Assets in our view. A list is available in our revised Parish Neighbourhood Plan.

Volume 11 – Appendices – Listed Buildings & Scheduled Monuments

The main Roman route from the West Country to Catterick passes through the Parish and the proposed line would pass very close to the Roman Camp in Oakerthorpe. As this is a Hill Top fort the line of Pylons would be extremely obtrusive.

Oakerthorpe Nature reserve is listed as impacted for construction but not for operation. This is a concern as the operational noise would also be disruptive to wildlife.

The most serious omission from the schedule is that of one of the most important historic buildings and sites in the country – Wingfield Manor - Grade I – and this lies at an elevation which would make the line of Pylon's highly visible. It would damage its designed setting which extends to the east of the Parish.

All Heritage Assets should be included when considering the HIA in accordance with the provisions of the NPPF (December 2023 -para 209) Conservation Areas – should also have been considered as these are intended to preserve our heritage and therefore count as Heritage Assets..

SOUTH WINGFIELD PARISH COUNCIL

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Adopted by the Parish Council by electronic vote due to the restricted time allowed for consultation.

SOUTH WINGFIELD PARISH COUNCIL

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DE55 7NJ**

07967 300154 / clerk@southwingfieldparishcouncil.gov.uk

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**STANLEY AND STANLEY COMMON
PARISH COUNCIL**

CLERK: [REDACTED], 8 West Close, Darley Abbey, Derby, DE22 2BT
Tel: 07763 832661 parishclerk@stanleyandstanleycommon-pc.gov.uk

The Planning Inspectorate
Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear Sir or Madam,

**RESPONSE TO EN0210001 Chesterfield to Willington Overhead
Line – EIA Scoping Regulation 11 Notification and Consultation**

Thank you for your recent invitation to review and comment on the Environmental Scoping documentation produced for the Chesterfield to Willington Grid Upgrade.

As requested in your letter of 1st November 2024, please find below the response of Stanley and Stanley Common Parish Council.

Generally:

1. We feel it is unreasonable to expect local councils, who at parish level are largely unpaid volunteers and not experts, to read, digest and comment upon over 1000 pages of information in a 4-week period. Please advise us as to what other documents we will be asked to review before the second full consultation and the timeline for these, so that we may better plan our resources.
2. We are aware that landowners are currently being approached about the prospect of up to 75m high pylons on their properties. Why has National Grid not previously been open about these extreme industrial-scale pylons and where are these taken account of in the scoping decisions you seek to make, for example has the zone of theoretical visibility been adjusted accordingly?
3. We note that again we are faced with the pre-determined solution of Chesterfield to Willington through our valued Derbyshire

STANLEY AND STANLEY COMMON
PARISH COUNCIL

CLERK: [REDACTED], 8 West Close, Darley Abbey, Derby, DE22 2BT
Tel: 07763 832661 parishclerk@stanleyandstanleycommon-pc.gov.uk

countryside. We strongly recommend National Grid revisits and reconsults on using the existing M1 corridor, to demonstrate that it is listening to feedback and not just presenting residents with a *fait-accomplie*.

Regarding scoping we note the following:

- We believe the Amber Valley Special Landscape Area should be within scope for both construction and operation. The open physical characteristics of the Amber Valley mean that overground pylons would significantly impact this area. To expect an area of landscape to have a mapped setting is not reasonable.
- The de-scoping of construction/operational impact to the setting of the Derwent Valley Mills World Heritage Site for reasons of distance and intervening landscape mitigation is not acceptable. This is a site carrying the highest designation which has powerful protections in law. The imposing mill buildings themselves have substantial landscape settings as evidenced by the considerable extent of this World Heritage Site. The reasoning given of pylons at a distance of 2-7km is deficient. By way of a local example, East Midlands Airport Control tower at 50m high is easily visible from a distance of 6-7km.
- Road users should be scoped-in for construction and operation in areas of significant traffic. For example, busy routes through the Amber Valley are considered the gateway to the Peak District and these works would involve roadworks/closures during construction and a visual distraction during construction and operation.
- Land Use/Agricultural Land Holdings - operation should be scoped-in as land used for growing crops or livestock/equine grazing are not able to be fully utilised in the direct vicinity of overground pylons of the type proposed.
- National Grid should reconsider its approach to the impact of its proposals on the mental health of residents of the rural communities impacted. We note that this subject has been de-scoped for construction and not considered at all for operation. Access to nature is proven to have a positive impact on health and well-being. The imposition of overground pylons on an industrial scale and the prospect of related operational noise disturbance, particularly on

**STANLEY AND STANLEY COMMON
PARISH COUNCIL**

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vulnerable people, is already taking its toll on the mental health of local people. We would like to see 'Mental Health' scoped in for both construction and operation.

- The operational impacts of EMF must remain in scope while the scale, extent and positioning of infrastructure remains unpublished, and particularly while the published preferred corridor appears to involve distances to some residences of less than 250m.

Please ensure that this response is appended to the Planning Inspectorate's Scoping Opinion.

Yours faithfully,

[REDACTED]

[REDACTED]

**Parish Clerk – on behalf of Stanley and Stanley Common Parish
Council**

From: clerk@stantonbydaleparishcouncil.org.uk
To: [Chesterfield to Willington](#)
Subject: RE: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation
Date: 29 November 2024 16:06:12
Attachments: [image001.png](#)
[image007.png](#)

You don't often get email from clerk@stantonbydaleparishcouncil.org.uk. [Learn why this is important](#)

Good afternoon,

In response to your letter dated 1st November 2024, notifying Stanton by Dale Parish Council of EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation, the parish council would like to submit the following comments.

Stanton by Dale Parish Council acknowledges the need to upgrade infrastructure to meet future electricity demands but has expressed concern already in the first consultation, relating to the environmental impact of constructing large pylons across the countryside. The council believes these pylons will cause lasting damage to the landscape and questions why this approach is chosen when alternatives, such as underground cables, are available. The council urges National Grid to consider underground options for the cable installation.

Kindest regards



Please note our recent change of address below



Clerk & Responsible Financial Officer
Stanton by Dale Parish Council
The Village Hall
Stanhope Street
Stanton by Dale
Derbyshire
DE7 4QA

Tel: 01332 433147

-----Original Message-----

From: "Chesterfield to Willington" <chesterfieldtowillington@planninginspectorate.gov.uk>
Sent: Friday, November 1, 2024 12:34pm
To:
Subject: EN0210001 - Chesterfield to Willington Overhead Line - EIA Scoping Regulation 11 Notification and Consultation

Dear Sir/Madam

Please see attached correspondence on the proposed Chesterfield to Willington Overhead Line.


The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by **29 November 2024**. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards




Senior EIA Advisor
The Planning Inspectorate



[@PINSgov](#)  [The Planning Inspectorate](#)  planninginspectorate.gov.uk

Ensuring **fairness, openness and impartiality** across all our services

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The statements expressed in this e-mail are personal and do not necessarily reflect the opinions or policies of the Inspectorate.

DPC:76616c646f72



From: [REDACTED]
To: [Chesterfield to Willington](#)
Cc: [REDACTED]
Subject: EIA Scoping Consultation
Date: 06 November 2024 10:58:42
Attachments: [image001.png](#)

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Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by National Grid Electricity Transmission (the Applicant) for an Order granting Development Consent for the Chesterfield to Willington Overhead Line (the Proposed Development)

Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Thank you for your letter dated 01 November 2024.

I can confirm that Stockport MBC has no comments to make on the EIA scoping consultation.

Regards

[REDACTED]
Town Centre Planning Manager
Stockport Metropolitan Borough Council
Stopford House
Piccadilly
Stockport
SK1 3XE

Tel : [REDACTED]
Mobile: [REDACTED]
www.stockport.gov.uk



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The Coal
Authority

200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

T: 01623 637 119 (Planning Enquiries)

E: planningconsultation@coal.gov.uk

W: www.gov.uk/coalauthority

For the attention of: [REDACTED] – Senior EIA Advisor
The Planning Inspectorate

[By email: chesterfieldtowillington@planninginspectorate.gov.uk]

28th November 2024

Dear [REDACTED]

**Re: EN021001 Chesterfield to Willington Overhead Line - EIA Scoping Opinion
Chesterfield to Willington Overhead Line**

Thank you for your notification of the 1st November 2024 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

Our records indicate that within the route identified there are recorded coal mining features present at surface and shallow depth include but are not limited to; mine entries, coal workings, former surface mine highwalls, mine gas sites and reported surface hazards. These features may pose a potential risk to surface stability, public safety and the environment.

The Scoping Report submitted acknowledges the presence of coal mining features within the route and the potential risks these may pose to new infrastructure. It also confirms dialogue with the Coal Authority regarding the route, the coal mining features present and the risks these may pose. We also note that Geohazards and land instability are proposed to be scoped out of the ES.

Although we have no issue with land instability being scoped out of the ES we would expect any subsequent submission to be supported by adequate coal mining information,

including a robust assessment, of the risks posed by coal mining features to new ground based infrastructure where this is required to support the overhead line.

If you would like to discuss this matter further, please contact me on the above number.

Yours sincerely

[Redacted signature]

[Redacted name]

Principal Planning & Development Manager

Disclaimer

The above consultation response is provided by the Coal Authority as a statutory consultee and is based upon the latest available data and the electronic consultation records held by the Coal Authority since 1 April 2013. The comments made are also based on the information provided to the Coal Authority by the Local Planning Authority and/or information that has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by the Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the applicant for consultation purposes.





UK Health
Security
Agency

Environmental Hazards and Emergencies Department
Seaton House, City Link
London Road
Nottingham, NG2 4LA

nsipconsultations@ukhsa.gov.uk
www.gov.uk/ukhsa

Your Ref: EN0210001
Our Ref: 91242

██████████
Senior EIA Advisor
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol, BS1 6PN

27th November 2024

Dear ██████████

Nationally Significant Infrastructure Project
National Grid - Chesterfield to Willington Electricity Transmission Reinforcement
(PINS Ref: EN0210001)
Scoping Consultation Stage

Thank you for including the UK Health Security Agency (UKHSA) in the scoping consultation phase of the above application. ***Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided below is sent on behalf of both UKHSA and OHID.*** The response is impartial and independent.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups, and individual people. Although assessing impacts on health beyond direct effects from for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.

Having considered the submitted scoping report we wish to make the following comments:

Environmental Public Health

We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be

covered elsewhere in the Environmental Statement (ES). We believe the summation of relevant issues into a specific section of the report provides a focus which ensures that public health is given adequate consideration. The section should summarise key information, risk assessments, proposed mitigation measures, conclusions, and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

In terms of the level of detail to be included in an ES, we recognise that the differing nature of projects is such that their impacts will vary. UKHSA and OHID's predecessor organisation Public Health England produced an advice document *Advice on the content of Environmental Statements accompanying an application under the NSIP Regime*¹, setting out aspects to be addressed within the Environmental Statement¹. This advice document and its recommendations are still valid and should be considered when preparing an ES. Please note that where impacts relating to health and/or further assessments are scoped out, promoters should fully explain and justify this within the submitted documentation.

Our position is that pollutants associated with road traffic or combustion, particularly particulate matter and oxides of nitrogen are non-threshold; i.e., an exposed population is likely to be subject to potential harm at any level and that reducing public exposure to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards will have potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure) and maximise co-benefits (such as physical exercise). We encourage their consideration during development design, environmental and health impact assessment, and development consent.

Electromagnetic Fields

It is noted that an EMF report will be prepared as part of the Project, explaining how it will be designed to comply with existing National Grid standards, and the guidelines and policies detailed in NPS[1]EN-5, including adherence to the International Commission on Non-Ionizing Radiation Protection guidelines for EMFs and associated precautionary policy.

Please ensure the following DECC Codes of Practice are addressed in the report:

<https://assets.publishing.service.gov.uk/media/5a796799ed915d07d35b5397/1256-code-practice-emf-public-exp-guidelines.pdf>

<https://assets.publishing.service.gov.uk/media/5a7971e640f0b642860d8273/1255-code-practice-optimum-phasing-power-lines.pdf>

1

<https://khub.net/documents/135939561/390856715/Advice+on+the+content+of+environmental+statements+accompanying+an+application+under+the+Nationally+Significant+Infrastructure+Planning+Regime.pdf/a86b5521-46cc-98e4-4cad-f81a6c58f2e2?t=1615998516658>

Human Health and Wellbeing

This section of OHID's response, identifies the wider determinants of health and wellbeing we expect the ES to address, to demonstrate whether they are likely to give rise to significant effects. OHID has focused its approach on scoping determinants of health and wellbeing under four themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements. The four themes are:

- Access
- Traffic and Transport
- Socioeconomic
- Land Use

Having considered the scoping report, OHID wish to make the following specific comments and recommendations. We note the intention to engage further with OHID and given our comments and level of concern we would welcome the opportunity to discuss specific elements of the scheme alongside local Directors of Public Health.

Vulnerable populations

The scoping report references the IEMA guidance for Determining Significance for Human Health in Environmental Impact Assessment. The Chapter lists some local health receptors but does not consider any differential impacts on vulnerable populations in addition to the general population, as required by the IEMA guidance.

Some groups of individuals may be particularly vulnerable to changes in biophysical and socio-economic factors (adversely or beneficially) whereby they could experience differential or disproportionate effects when compared to the general population.

While the average local health circumstance across a defined population may be considered good, there may be groups of individuals within that defined population who are particularly sensitive and could experience disproportionate or differential effects. On this basis the IEMA guidance for Determining Significance for Human Health in Environmental Impact Assessment identifies it may be appropriate to consider relevant sub-populations, i.e., groups of more sensitive individuals.

The equalities impact assessment (EqIA) will also identify vulnerable populations, but there is no mention of the findings from this assessment to support the population and human health assessment.

Recommendation

The population and human health chapter should be revised and report any differential or disproportionate effects on vulnerable populations, when compared to the general population, including cross referencing to the EqIA where appropriate.

Effects on mental health - (Risk perception / understanding of risk).

The scoping report makes reference to the potential for local public concern through understanding of risk / risk perception of electric and magnetic fields (EMF). The report outlines how information on EMFs will be provided online and via a help line but does not outline how information will be cascaded through community consultation events.

The report does not indicate how any community anxiety or concern from EMFs will be identified and addressed and intends to scope out community anxiety (mental health) from the ES. The approach outlined in the scoping report is contrary to that being taken for other national grid schemes.

It is assumed that the engagement team will communicate safety information within the various public consultation opportunities. It is important that communication programmes in relation to the Project should provide a source of clear and objective information to increase knowledge and awareness.

It is important to understand levels of community anxiety to influence the approach to these public consultations and the need to change or improve the information or approach.

Community anxiety will form an important aspect of public mental health. The broad definition of health proposed by the World Health Organisation (WHO), includes reference to mental health. Mental well-being is fundamental to achieving a healthy, resilient, and thriving population. It underpins healthy lifestyles, physical health, educational attainment, employment and productivity, relationships, community safety and cohesion and quality of life.

Recommendation

The ES should consider potential effects on mental health through risk perception / understanding of risk posed by the exposure to EMF.

When estimating community anxiety and stress a qualitative assessment may be most appropriate. Robust and meaningful consultation with the local community will be an important mitigation measure, in addition to informing the assessment and subsequent mitigation measures. This may involve conducting resident surveys but also information received through public consultations, including community engagement exercises. The Mental Well-being Impact Assessment Toolkit (MWIA) contains key principles that should be demonstrated in a project's community engagement and impact assessment. We would also encourage consultation with the local authority's public health team who are likely to have Health Intelligence specialists who will have knowledge about the availability of local data.

The assessment should identify vulnerable populations. Guidance is available from the IEMA².

The scope and methodological approach should be agreed with the Director of Public Health and OHID.

Yours sincerely,

² [REDACTED]
[REDACTED]
[REDACTED]. (2022) IEMA Guide: Determining Significance for Human Health in Environmental Impact Assessment.

On behalf of UK Health Security Agency

Please mark any correspondence for the attention of National Infrastructure Planning Administration.