

**Application by National Grid Electricity Transmission (NGET) for an Order granting Development Consent for the Bramford to Twinstead Reinforcement (Case Reference: EN020002)**

**Examination Authority's record of Action Points from Issue Specific Hearing 1 on Thursday 14 September 2023**

**AP1**

***Applicant***

Check the maximum pylon height as there appears to be some inconsistency between documents.

**AP2**

***Applicant***

Check the length of existing apparatus that is proposed to be removed as there appears to be some inconsistency between documents.

**AP3**

***Applicant***

Check the total area of agricultural land within the Order Limits as there appears to be some inconsistency between documents. Within the overall total, also check the totals for grade 2 and grade 3 agricultural land.

**AP4**

***Applicant***

Supply a drawing and concise note to explain the approach to setting the proposed Limits of Deviation (20m shift).

**AP5**

***Applicant***

Some of the drawing detail shown on cable working cross section [APP-027] suggests that soil storage would not be practically possible – check for consistency where excavation and storage is proposed and explain the approach and phasing.

**AP6**

***Applicant***

Set out the assumptions and dimensions applied to the temporary haul routes (including length and width, and the depth and volume of aggregates required).

**AP7**

***Applicant***

The width and nature of the existing bridleway adjacent to the Bramford substation that is proposed for use as a haul road would not seem to be capable of accommodating both uses if excavation and storage is proposed. Explain the approach to be taken to accommodate the bridleway, noting the statutory width and the proposed Order Limits.

**AP8*****Applicant***

Provide an indicative layout of the main site compound, including dimensions and the likely height of any structures.

**AP9*****Applicant***

The CEMP refers to operations outside the core working hours, and to completion of works delayed or held up by severe weather conditions that disrupt or interrupt normal construction activities. Provide further definition of the terms used, such as 'severe weather conditions', 'disrupted', 'interrupted', 'delayed' and 'held up'.

**AP10*****Applicant***

The alternative construction schedule scenario was used in making assumptions about the worker number profile. Provide the same information assuming the baseline schedule scenario was followed. Provide explanation about the assumptions used for work and shift patterns and in determining peaks in the numbers (including construction scheduling landscaping planting works in 2029). Also address parking provision for construction workers and how these figures correlate.

**AP11*****Applicant***

Provide a summary note of any updates that may be needed to the traffic and environmental assessments if the updated version of GEART was to be used.

**AP12*****Applicant***

Provide a summary note about the need, design (including public consultation) and provision of traffic management measures to ensure appropriately compliant driving behaviour. Confirm whether the roads policing constabularies have been consulted about the proposed temporary traffic management orders.

**AP13*****Applicant***

Provide a summary note of the thinking and reasoning for the proposed selection of access routes for the temporary haul road network.

**AP14*****Applicant***

Check and advise whether all proposed access points between the highway and Proposed Development site will conform with relevant and current highway design standards (both existing and new accesses).

**AP15*****Applicant***

Confirm if there is sufficient land within the order limits to construct a temporary ghost island at each of the five proposed temporary access points to receive abnormal indivisible loads.

**AP16*****Applicant***

Check the 2013 and 2021 public right of way (PRoW) survey data against current guidance. Can further information about times, days, vulnerable users and connectivity to: (i) employment areas and public services; and (ii) the wider PRoW network (including alternative routes) be extracted and submitted?

**AP17*****Applicant***

Provide detail of the coverage of the PRoW survey and report. Is the assessment only of statutory PRoWs or did it cover other types of paths and areas with public access?

**AP18*****Applicant***

Would a PRoW management plan be feasible and useful, particularly for those walkers, cyclists and horse riders using public rights of way during the construction period? If not, why not?

**AP19*****Applicant***

Explore the feasibility of extending the information in the REAC (Register of Environmental Actions and Commitments) to provide a full mitigation route map for all commitments that are listed. Explain the conclusion.

**AP20*****Applicant***

Review the management/ control plans that were listed by the ExA and consider the removal of ambiguous or qualifying language that might be considered to reduce the extent to which reliance could be placed on the measures that have been qualified in this way. Explain any that cannot be so modified.

**AP21*****Applicant***

In relation to the Works Plan and Schedule 1 of the draft Development Consent Order, reflect on the approach taken to the identification and labelling of non-linear Works and any Limits of Deviation on the Works Plan.

**AP22*****Applicant***

Consider the addition of construction compounds to the Works Plan.