

YG-DCO-067

Yorkshire Green Energy Enablement (GREEN) Project

Volume 8

**Document 8.4.1.1 Applicant's Written Summary of Oral
Representations made at Open Floor Hearing 1**

**Final Issue A
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Contents

1.	About this document	4
1.1	Introduction	4
1.2	Attendees on behalf of the Applicant	4
2.	The Applicant's Summary of Case	5
2.1	Applicant's submissions	5
	Table 2.1 – Summary of case	5

Version History

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1. About this document

1.1 Introduction

- 1.1.1 This document summarises the case put by the Applicant, National Grid Electricity Transmission plc (National Grid), at the Open Floor Hearing 1 for the Yorkshire Green Energy Enablement (GREEN) Project (referred to as the Project or Yorkshire GREEN throughout).
- 1.1.2 The hearing opened at 2:00pm on 22 March 2023 at Novotel York and closed at 2:43pm on 22 March 2023. The agenda for the hearing was set out in the Examining Authority's letter published on the Planning Inspectorate's website on 10 March 2023.
- 1.1.3 In what follows, National Grid's submissions on the points raised broadly follow the items set out in the Examining Authority's agenda.

1.2 Attendees on behalf of the Applicant

- 1.2.1 Richard Turney, Counsel instructed by Womble Bond Dickinson (UK) LLP appeared on behalf of National Grid Electricity Transmission plc, the Applicant.
- 1.2.2 Steve Fowler, National Grid Electricity Transmission plc (Engineering) also addressed some points of clarification during the hearing.

2. The Applicant's Summary of Case

2.1 Applicant's submissions

2.1.1 The below table shows National Grid's summary of the representations made by Interested Parties at the hearing and the response given by National Grid at the hearing.

Table 2.1 – Summary of case

Relevant Interested Party	Summary of Interested Party's oral submission	Summary of Applicant's oral response
Mark Corrigan (British Horse Society)	<p>The British Horse Society (BHS) thanked National Grid for consulting them.</p> <p>BHS raised a concern that the plans did not distinguish between different types of public rights of way. BHS noted that all public rights of way have different classes of users that can legally use them. For example, bridleways can be used by horses and cyclists but footpaths only by pedestrians.</p> <p>BHS were concerned that if horse riders look at the plans, they would not know if there were any issues where they would suddenly meet infrastructure development – this could cause accidents.</p> <p>The BHS noted that byways require an even greater turning circle than is required for a horse.</p>	<p>National Grid explained that where there are temporary closures to public rights of way in respect of crossings, these will be very short term and managed by the use of a banksman which would assist users to cross when safe to do so. At most, a horse rider would be delayed momentarily. Horse riders would not be prevented from crossing and they would not be required to turn around and retrace their journey.</p> <p>Some access routes would use existing tracks, which include bridleways. This would be dealt with through traffic management measures to ensure the safety of users.</p> <p>In response to the British Horse Society's request to clarify on the Application plans which affected public rights of way are bridleways, National Grid explained that The Public Rights of Way Management Plan (Volume 5, Document 5.3.3G [APP-100]) sets out a description of the affected right of way. National Grid accepted that this required cross referencing between</p>

	<p>Whilst the BHS welcomed the use of banksmen in the affected areas, BHS considered there should be a differentiation between different classes of rights on the plans.</p> <p>The bridleways of concern to the BHS include:</p> <ul style="list-style-type: none"> • 28/13/10; and • 35.63/6/3. <p>BHS requested an alternative to any closure, be that temporary or permanent noting that significant issues arise if you are on a horse and cannot get through. Where there are any temporary closures, BHS would like to see sufficient advertising on site and in the press (a minimum of 2 weeks).</p>	<p>documents and plans, and agreed to consider how plans could be provided to show the class of the affected routes (e.g. bridleways). National Grid noted the British Horse Society's recommendation on advertising, notification and notice periods for closures, and reiterated that no temporary or permanent diversions were proposed, and that closures would be managed such that users could still cross and continue on their journey with the use of a banksman.</p> <p>National Grid's response to relevant representations is set out in Applicant's Response to Relevant Representations (Document 8.3) submitted at Deadline 1.</p>
Christine Shepherd	<p>Ms Shepherd has concerns regarding the visual effect of pylons marching across beautiful rural fields and what will be done to mitigate views from the A19.</p> <p>Ms Shepherd considers her land will be more a service area.</p> <p>Ms Shepherd queried whether it would be possible to put the lines underground.</p>	<p>National Grid confirmed that they were aware of the area of land described. National Grid explained that an assessment of visual effects of pylons and the nearby substation had taken place and that references to relevant parts of the Application documents could be provided to Ms Shepherd along with more detail on the points which Ms Shepherd had raised.</p> <p>In respect of undergrounding, National Grid explained that the approach which has been taken is set out in the planning statement. This explains why undergrounding is not proposed save where particular constraints require this. National Grid explained that generally, this is an above ground scheme and that this is a deliberate choice that has been made. Again, National Grid explained that a detailed response would be provided at Deadline 1 in Applicant's Response to comments made at Open Floor Hearing 22 March 2023 (Document 8.4.3).</p>

<p>Marion Blacker</p>	<p>Ms Blacker is a landowner in the area, on whose land a construction compound and a number of pylons are being erected. Ms Blacker confirmed that she has no difficulty with the Project but does have a problem with one of the Pylons, which she has asked to be relocated. Ms Blacker stated that a meeting was arranged, where one member of National Grid could not attend and the person who did attend was too junior to give confirmation. Ms Blacker stated that there is yet to be a satisfactory conclusion about the one pylon, which relates to the overhead line running against the railway line towards Skelton (SP006).</p>	<p>National Grid explained that a full response would be provided to Ms Blacker's relevant representation. National Grid are aware of Ms Blacker's interest in the Project and the particular concern in respect of one specific pylon.</p> <p>National Grid's response to relevant representations is set out in Applicant's Response to Relevant Representations (Document 8.3) submitted at Deadline 1.</p>
<p>Douglas John Fletcher</p>	<p>Mr Fletcher confirmed that he also represents 'Planet' – a group established to 'Protect Lumbly Against New Environmental Threats'.</p> <p>Mr Fletcher has no objection to the actual Project and understands that it needs to happen. However, trying to access relevant information from the Applicant is difficult with the amount of paper that gets produced. Mr Fletcher wants to know what is to be done in his specific area and how and when the site visits are going to occur.</p> <p>Mr Fletcher has concerns regarding the effect on the green belt and how these issues will be resolved in the short and long term.</p> <p>Additionally, Mr Fletcher would like to know how National Grid will treat biodiversity to ensure this will not continue to deteriorate.</p>	<p>National Grid explained that a full response would be provided to Mr Fletcher's relevant representation [RR-014]. This response would also respond to concerns in relation to impacts on the Green Belt. National Grid proposed that a meeting be arranged with Mr Fletcher to assist in clarifying some of the key issues.</p> <p>In terms of traffic impacts, National Grid confirmed it is aware of the matters raised by Mr Fletcher in respect of the A63. There is a simple piece of mitigation proposed for construction traffic heading towards the compound for the substation, which is a left in left out/ no right turn requirement. This would assist to ease traffic flow and prevent traffic delays.</p> <p>National Grid explained that noise and dust impacts have been assessed in the Environmental Statement (ES Chapter 14 Noise and Vibration, Document 5.2.14 [APP-086]). In responding to Mr Fletcher's relevant representation, National Grid agreed to identify where those assessments can be found but noted that if a meeting could be arranged this would also assist in identifying the relevant documents.</p>

	<p>Mr Fletcher considers the construction compounds to be massive and that visibility is dramatic. Mr Fletcher wants to know how the Applicant will shield the compounds from visibility coming along the A63.</p> <p>Mr Fletcher stated that traffic along the A63 is a nightmare due to developments at the Sherbourne Estate, and so traffic into and out of this compound needs to be addressed because traffic cannot see around the bend.</p> <p>Regarding Noise, Mr Fletcher stated there are two 4,800 square metre compounds and wants to know what noise this will make. Mr Fletcher is concerned that noise travels quite a long way in the atmosphere and noted that noise for the A1(M) works could be heard in the hamlet.</p> <p>Regarding dust, Mr Fletcher wants to know how National Grid will prevent dust blowing in prevailing winds into the hamlet.</p> <p>In terms of timeframes, Mr Fletcher noted that there needs to be time to consider how any issues are resolved, noting that there is a tight timeframe to work to.</p>	<p>National Grid’s response to relevant representation [RR-014] is set out in Applicant’s Response to Relevant Representations (Document 8.3) submitted at Deadline 1.</p>
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