

YG-DCO-094

Yorkshire Green Energy Enablement (GREEN) Project

Volume 8

**Document 8.4.3 Applicant's Response to comments made at Open
Floor Hearing on 22 March 2023**

**Final Issue A
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Version History

Document	Version	Status	Description / Changes
05/04/2023	A	Final	First Issue

1. About this document

1.1 Introduction

- 1.1.1. This note has been produced by National Grid Electricity Transmission plc (National Grid), the Applicant, in response to comments made at the Open Floor Hearing 1 (OFH) held at Novotel, York on 22 March 2023.
- 1.1.2. National Grid's response to the comments made is set out in **section 2** of this document.
- 1.1.3. Please note that in order to respond to the comments made, National Grid has also sought to summarise the oral submissions made by other parties at the OFH in **section 2** of this document.

2. The Applicant’s Response to comments made at OFH1

Table 2.1 – Applicant’s Response to comments made at OFH1

Interested Party	Key Topics Discussed during OFH1	National Grid Response
<p>Mark Corrigan (British Horse Society)</p>	<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>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>	<p>National Grid have provided a detailed response to the British Horse Society’s relevant representations [RR-035], and this response addresses the comments raised during OFH1. 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>The response confirms that the Access Rights of Way and Public Rights of Navigation plans (Documents 2.7.1 to 2.7.5) [APP-026 to APP-031] will be updated as requested in the actions to the Open Floor Hearing and will be submitted at Deadline 2.</p> <p>Following submission of the response to the relevant representation, National Grid will contact the British Horse Society directly, to seek to confirm that their concerns have been adequately addressed.</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>Christine Shepherd</p>	<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>Ms Shepherd is in the Book of Reference (Document 4.3) [APP-071] as an affected person of plots B2-13, B2-17, B2-23a. Ms Shepherd owns land along Hurns Gutter – opposite Overton Substation.</p> <p>To confirm, no permanent infrastructure or temporary construction compounds are proposed in Ms Shepherd’s landholding. The only section of Ms Shepherd’s land included within the Order Limits is a narrow access track leading to the land parcel. This will be oversailed by the Overhead Line span between pylons YN006 and YN007. This can be seen on Sheet 2 of Section B of the Works Plan (Document 2.6.2) [APP-021], and Sheet 2 of Section B of the Land Plan (Document 2.5.2(B)) [AS-006].</p> <p>An assessment of the landscape and visual effects from Yorkshire GREEN, including Overton Substation and the overhead lines connecting into Overton Substation can be found in ES Chapter 6 Landscape and Visual (Document 5.2.6) [APP-078].</p> <p>At Overton Substation, an Outline Landscape Mitigation Strategy is proposed to mitigate landscape and visual effects and would comprise areas of planting and bunding. This would include woodland and scrub planting on 2m high earth</p>

		<p>bunds which would be located to the south of and parallel to the A19 between Overton Road and the Hurns Gutter as well as filling in gaps along the existing hedgerow bordering the A19 to reduce the visibility of Overton Substation from the A19. Further information on the Outline Landscape Mitigation Strategy can be found in paragraph 3.4.10 of ES Chapter 3 Description of the Project (Document 5.2.3) [APP-075] and on Figure 3.10 of ES Chapter 3 Description of the Project Figures (Document 5.4.3) [APP-164].</p> <p>The assessment concluded that visual effects on those travelling along the A19 between Skelton and Shipton-by-Beningbrough would be Significant and adverse during construction and operation, but the visual impact of the substation infrastructure would be noticeably reduced following the growth of woodland planting on low level earth bunds alongside the A19 (paragraphs 6.10.65, 6.10.72 and 6.10.79 of ES Chapter 6 Landscape and Visual (Document 5.2.6) [APP-078]).</p> <p>In terms of putting the lines underground, National Grid's approach is set out within the Planning Statement, specifically section 5.2 (Document 7.1) [APP-202]. This is based on an initial technology assumption that overhead steel lattice pylons will be adopted, in accordance with National Grid's licence duty to develop an efficient and economical solution. As the route does not affect any nationally designated landscapes (such as National Parks or Areas of Outstanding Beauty) the benefits of overhead lines, such as reduced costs to the consumer, and it being a proven technology, must be weighed against any benefits of underground cables, such as avoiding landscape impacts in nationally designated areas. In this particular instance, given that the Project does not affect nationally designated landscapes, undergrounding was not the preferred solution.</p>
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<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 have provided a detailed response to Ms Blacker’s relevant representations [RR-024], and this response addresses all the comments raised during OFH1. 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>This relevant representation response (response to RR-024 in Document 8.3) clarifies the reasons why the pylon in question (SP006) cannot be relocated, due to technical constraints.</p> <p>There is ongoing engagement between National Grid and Ms Blacker to seek to resolve any outstanding concerns.</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 have provided a detailed response to Mr Fletcher’s relevant representations [RR-014], and this response addresses the comments raised during OFH1, along with the additional points made in the relevant representation. This covers impacts on the green belt, the local highway network, noise impacts, dust impacts, landscape and visual impacts and loss of amenity in terms of health and wellbeing. 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> <p>In addition, since the OFH National Grid has spoken to Mr Fletcher to seek to agree a suitable time to meet in person. This will provide an opportunity to discuss any further areas of concern, and ensure Mr Fletcher is aware of where to find relevant information within the submitted application.</p> <p>In terms of timescales, for the examination these are set by the Examining Authority. However as above, National Grid is</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>willing to meet in person with Mr Fletcher, to seek to alleviate concerns in a timely manner.</p>
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