

YG-DCO-089

Yorkshire Green Energy Enablement (GREEN) Project

Volume 8

**Document 8.5.22 Position Statement between National Grid
Electricity Transmission plc and Sustrans**

**Version 1
April 2023**

Planning Inspectorate Reference: EN020024

Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5(2)(q)

Contents

1.	Introduction	4
1.2	Description of the Project	4
2.	Record of Engagement	8
2.1	Role of Sustrans in the DCO process	8
2.2	Summary of pre-application discussions	8
2.3	Summary of post-submission discussions	8
3.	Position Statement	10
	Appendix A – Email from Sustrans 20 March 2023	11
	Appendix B – Letter from National Grid to Sustrans 27 March 2023	12
	Appendix C – Confirmation email from Sustrans 3 April 2023	13
	Table 2.1 – Pre-application discussions	8
	Table 2.2 – Post-submission discussions	8
	Figure 1– Location of the Yorkshire GREEN Project	7

Yorkshire GREEN Project

Document control

Version History

Document	Version	Status	Description / Changes
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Position Statement	1	Final	For submission
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1. Introduction

- 1.1.1 This document is a Position Statement between National Grid plc and Sustrans to support the Examining Authority in detailing the position between the two parties in relation to the DCO application for the Yorkshire Green Energy Enablement (GREEN) Project (referred to as the 'Project' or 'Yorkshire GREEN').
- 1.1.2 As detailed in this Position Statement, it has been agreed between the two parties that a Statement of Common Ground (SoCG) need not be required and therefore this Position Statement has been prepared in lieu of this.
- 1.1.3 This version (V1 April 2023) represents the position between National Grid and Sustrans at Deadline 1 on 5 April 2023.

1.2 Description of the Project

Need for the Yorkshire GREEN Project

- 1.2.1 National Grid propose to upgrade and reinforce the electricity transmission system in Yorkshire. This reinforcement is needed to improve the transfer of clean energy across the country.
- 1.2.2 Electricity flows are set to double within the next ten years as a result of offshore wind developments, other sources of clean energy and expanding interconnection capacity (high-voltage cables that connect the electricity systems of neighbouring countries) in both Scotland and north-east England. Yorkshire GREEN would contribute towards strengthening the national electricity transmission network so that it can accommodate this growth in electricity flows. Reinforcement would ensure that the network is not overwhelmed, and that potential future pressures on the network are relieved in the north and north-east of England, whilst balancing supply and demand.
- 1.2.3 Without additional reinforcement, the existing transmission system would become overloaded. To stop these overloads from happening, National Grid Electricity System Operator would need to constrain power generation. Such action could result in significant costs to consumers.
- 1.2.4 As a result, it is necessary and economical to invest in network reinforcement in the long term, and critically to ensure that Yorkshire GREEN is designed, tested and installed in sufficient time to meet the 2027 earliest in service date. Reinforcement of the network would enable an increase in the transfer of clean energy, increasing network capacity and avoiding constraint costs.

Yorkshire GREEN Project Description

1.2.5 Yorkshire GREEN comprises both new infrastructure and works to existing transmission infrastructure and facilities. The Project is divided into six sections (see **Figure 1**), located within six Local Authority boundaries¹:

- **Section A (Osbalwick Substation) (City of York Council):** Minor works would take place at the existing Osbalwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal and replacement of one gantry and works to one existing pylon. All substation works would be within existing operational land.
- **Section B (North west of York Area) (Hambleton District Council, City of York Council, Harrogate District Council and North Yorkshire County Council):** Works would comprise:
 - reconductoring of 2.4km of the 400kV Norton to Osbalwick (2TW/YR) overhead line and replacement of one pylon on this overhead line;
 - the new 400kV YN overhead line (2.8km), north of the proposed Overton Substation;
 - the new Shipton North and South 400kV cable sealing end compounds (CSECs) and 230m of cabling to facilitate the connection of the new YN 400kV overhead line with the existing Norton to Osbalwick YR overhead line;
 - a new substation (Overton 400kV/275kV Substation) approximately 1km south of Shipton by Beningbrough;
 - two new sections of 275kV overhead line which would connect into Overton Substation from the south (the 2.1km XC overhead line to the south-west and the 1.5km SP overhead line to the south-east);
 - works to 5km of the existing XCP Poppleton to Monk Fryston overhead line between Moor Monkton in the west and Skelton in the east comprising a mixture of decommissioning, replacement and realignment. To the south and south-east of Moor Monkton the existing overhead line would be realigned up to 230m south from the current overhead line and the closest pylon to Moor Monkton (340m south-east) would be permanently removed. A 2.35km section of this existing overhead line permanently removed between the East Coast Mainline (ECML) Railway and Woodhouse Farm to the north of Overton.
- **Section C (existing 275kV Poppleton to Monk Fryston (XC) overhead line north of Tadcaster (Section D)) (Harrogate District Council, Selby District Council and North Yorkshire County Council):** Works proposed to this existing 275kV overhead line include replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
- **Section D (Tadcaster) (Selby District Council, Leeds City Council and North Yorkshire County Council):** Two new CSECs (Tadcaster East and West 275kV CSECs) and approximately 350m of cable would be installed approximately 3km south-west of Tadcaster and north-east of the A64/A659 junction where two existing

¹ North Yorkshire County Council, Selby District Council, Harrogate Borough Council, Hambleton District Council, City of York Council, Leeds City Council.

overhead lines meet. One pylon on the existing 275kV Tadcaster Tee to Knaresborough (XD) overhead line would be replaced.

- **Section E (existing 275kV Poppleton to Monk Fryston (XC) overhead line south of Tadcaster (Section D)) (Selby District Council and North Yorkshire County Council):** Works proposed to this existing 275kV overhead line include replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations. Work to the existing overhead line similar to those outlined for Section C would be undertaken; and
- **Section F (Monk Fryston Area) (Selby District Council and North Yorkshire County Council):** A new substation would be constructed to the east of the existing Monk Fryston Substation which is located approximately 2km south-west of the village of Monk Fryston and located off Rawfield Lane, south of the A63. A 1.45km section of the 275kV Poppleton to Monk Fryston (XC) overhead line to the west of the existing Monk Fryston Substation and south of Pollums House Farm would be realigned to connect to the proposed Monk Fryston Substation. East of the existing Monk Fryston Substation the existing 4YS 400kV Monk Fryston to Eggborough overhead line, which currently connects to the existing substation, would be reconfigured to connect to the proposed Monk Fryston Substation.

1.2.6

Temporary infrastructure would be required to facilitate the Project, including temporary overhead line diversions and temporary construction compounds.

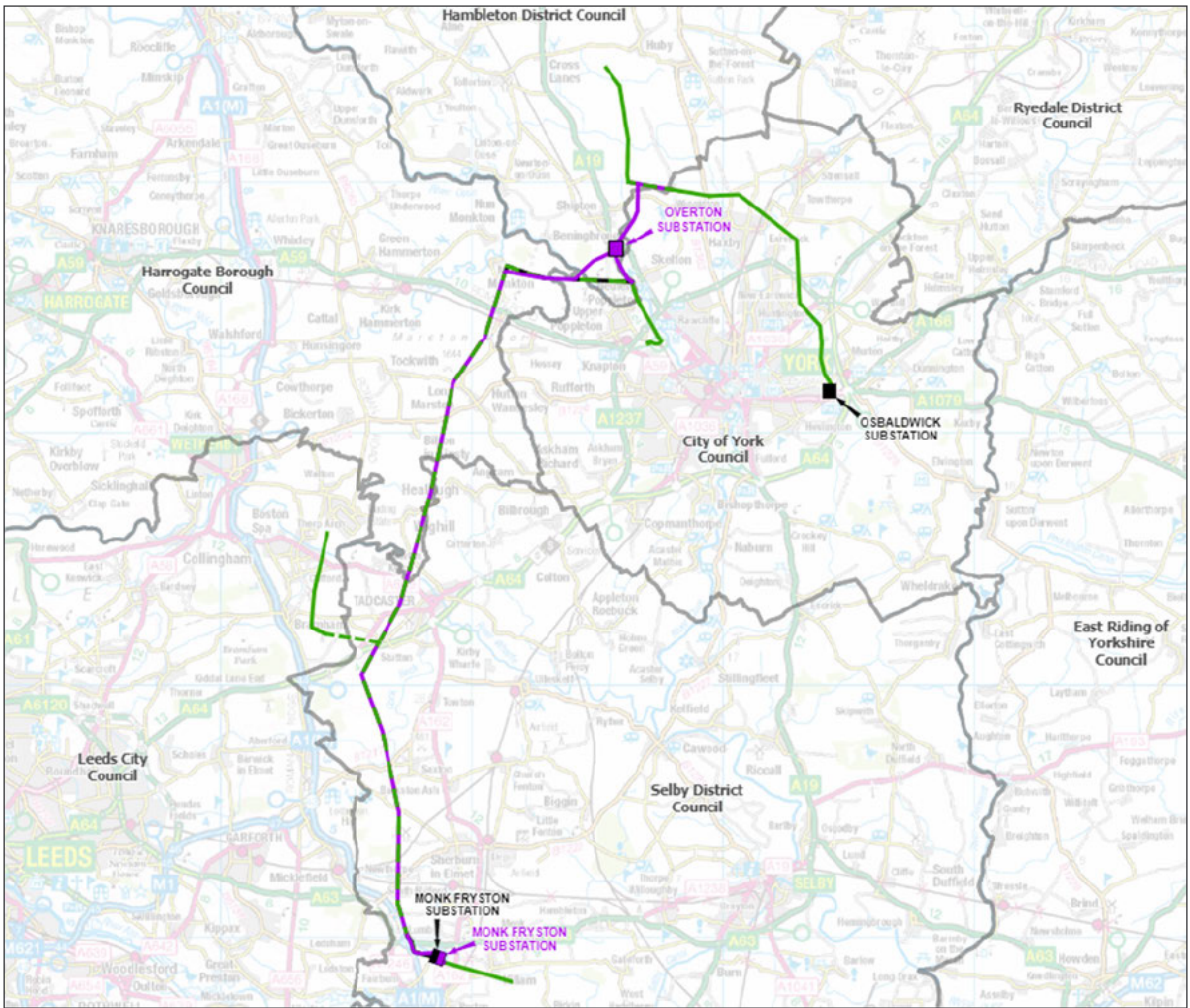


Figure 1– Location of the Yorkshire GREEN Project

2. Record of Engagement

2.1 Role of Sustrans in the DCO process

- 2.1.1 Sustrans is a United Kingdom-based walking, wheeling and cycling charity, and the custodian of the National Cycle Network. Its flagship project is the National Cycle Network, which has created 12,763 miles of signed cycle routes throughout the United Kingdom including 5,273 mi of traffic-free paths.
- 2.1.2 Sustrans is a key stakeholder in the DCO process and has been involved in pre-submission discussion as a non-statutory consultee.
- 2.1.3 As part of the consultation process the Applicant carried out non statutory and statutory consultation. Further information on this consultation is set out in **Section 4 and 5 of the Consultation Report (Section 4 and 5, Volume 6, Document 6.1) [APP-195]**.
- 2.1.4 On submission of the DCO, Sustrans were invited to participate in the examination of the Project as Interested Parties. During the examination process, Sustrans may prepare written representations, and respond to written questions from the Examining Authority as well as participate in hearings.

2.2 Summary of pre-application discussions

- 2.2.1 **Table 2.1** summarises the consultation and engagement that has taken place between the Parties prior to submission of the DCO application. This includes discussions relating to Environmental Impact Assessment (EIA) Scoping, Section 42 statutory consultation and additional technical engagement.

Table 2.1 – Pre-application discussions

Date	Discussion points
May 2022	Call to discuss Yorkshire GREEN project, and the ‘alternative’ cycle route to be provided for NCN 65
26 September 2022	Email from National Grid to Sustrans to follow up on May call and details the commitments being taken forward as part of the DCO and confirming that the existing cycle network will not be closed as there will not be a road closure

2.3 Summary of post-submission discussions

- 2.3.1 **Table 2.2** will summarise the consultation and engagement that takes place between the Parties post submission of the DCO application.

Table 2.2 – Post-submission discussions

Date	Discussion points
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17 January 2023	Email from National Grid to Sustrans confirming acceptance of the DCO application and referencing the Public Rights of Way Management Plan
6 March 2023	Email from National Grid to Sustrans providing notification of Rule 6 Letter being issued and the request for a SoCG from the ExA.
20 March 2023	Email from Sustrans to National Grid confirming Sustrans are satisfied with the Yorkshire GREEN proposal and requested a letter to confirm measures relating to the National Cycle Route.
27 March 2023	Email from National Grid to Sustrans issuing the aforementioned letter to confirm measures relating the National Cycle Route
3 April 2023	Email from Sustrans confirming content of the aforementioned letter is acceptable.

3. Position Statement

- 3.1.1 The Rule 6 Letter issued by the Examining Authority in respect to the Yorkshire GREEN DCO has indicated that National Grid as the Applicant would be expected to enter into a Statement of Common Ground (SoCG) with Sustrans to cover the following matters:
- Relevant technical matters covered in the Environmental Statement for construction and operational phases, including scope, reports and assessments contained in Appendices, methodology, baseline, embedded mitigation, likely significant effects, cumulative effects (inter-project and intra-related) and management plans;
 - Public Rights of Way Management Plan, including National Cycle
 - Network and proposed temporary diversion; and
 - Draft Development Consent Order.
- 3.1.2 National Grid has written to Sustrans to highlight the request for a SoCG from the ExA and have received a response from Sustrans indicating that a letter to detail that the National Cycle Route would remain open during the construction works would suffice in lieu of an SoCG. This email is provided as Appendix A to this Position Statement.
- 3.1.3 National Grid has provided this letter as Appendix B to this Position Statement. Appendix C is a copy of an email from Sustrans confirming that the letter sufficiently addresses their comments and accordingly, it is considered that there is no longer a need for an SoCG between the parties to be submitted.

Appendix A – Email from Sustrans 20 March 2023

From: [REDACTED]
Sent: 20 March 2023 09:31
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] RE: Yorkshire GREEN Sustrans follow up email

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hello Bethany,

I do apologise for the delayed response to this.

All we want to ensure is that the National Cycle Network remains open and serviceable for the duration of the works.

We are satisfied with the proposal you said you would provide, noted in the planning documents, but we would like you to formally write to us committing to do so rather than requesting a Statement of Common of Ground.

We'd like the letter to set out how the provision will be provided and managed, such as responsibility for maintenance of the 3m track and user safety. How will any complaints be logged and serviced?

Please can you also set out the predicted dates for the alternative route being in place, which I understand would be subject to change.

Once received, we will update our internal and public facing information and mapping to help users safely and confidently navigate the network.

Kind Regards,

Natalie Rea
Network Development Manager (Yorkshire) | England North | she/her

[REDACTED]



Appendix B – Letter from National Grid to Sustrans 27 March 2023

1-3 Strand
London WC2N 5EH

██████████
E: YorkshireGreen@communityrelations.co.uk
██████████n

Natalie Rea
Sustrans
Leeds Bridge House
Hunslet Road
Leeds
LS10 1JN

Sent via email to: ██████████
27th March 2023

Dear Natalie Rea,

YORKSHIRE GREEN ENERGY ENABLEMENT (GREEN) PROJECT

Thank you for your email of the 20th March. We welcome your proposal to respond to your points by letter rather than through a Statement of Common Ground.

As you stated, we agreed to implement measures to ensure that the National Cycle Network remains open and serviceable for the duration of the works. Please accept this letter as a commitment to comply with those measures (as set out in sections 4.2.3 – 4.2.11 in the Public Rights of Way Management Plan (PRoWMP, [\[APP-100\]](#))), which would achieve these aims. For convenience the sections are included as Appendix 1.

If the National Grid (Yorkshire Green Energy Enablement Project) Development Consent Order (DCO) is granted consent, the PRoWMP will be secured through Requirement 5(2)(e) of the draft Development Consent Order (DCO) [\[PINS Reference AS-011\]](#) which requires us to carry out the works in accordance with the PRoWMP. The PRoWMP would also be a certified document under Article 48 of the DCO.

National Cycle Network (NCN) Route 66 would be unaffected by the works, as detailed in Section 4.3 of the PRoWMP. A small section of NCN Route 65 would be affected by increased vehicle movements associated with construction activities, and therefore we have committed to installing an alternative route for NCN Route 65 for the northern section of Overton Road (see Document 2.7.2 Access, Rights of Way and Public Rights of Navigation Plan Section B, Sheet 2) [\[APP-027\]](#). Note that Overton Road will remain open for the duration of works, and therefore cyclists will be encouraged to use the alternative route, but will have the option of continuing along Overton Road if they choose to do so. Where necessary, there will be traffic management measures such as signage, which is secured through the PRoWMP. Where any NCN Route, or the alternative NCN Route 65 pass under proposed overhead lines, scaffold and netting will be installed during construction to provide 'scaffold protection' during the works.

National Grid will be responsible for the installation and maintenance of the 3m wide alternative route. We have also committed to complying with the Sustrans 'Temporary diversions of National Cycle Network' routes guidance, which includes safety considerations. This is also secured through the PRoWMP (section 4.2.6).

In relation to how we will log and service any complaints, under our Code of Construction Practice (CoCP) [PINS Reference [APP-095](#)], which is secured through Requirement 5(1)(a) of the draft DCO, we commit to maintain a Communications Log to record all communications with members of the public and other interested parties, including general enquiries and complaints (see section 2.2.11 of the CoCP). These will be reported to National Grid by the community relations team. Records of communication will be kept and uploaded to a document control system. All enquiries, whether a query or a complaint, will be dealt with in a timely manner.

Subject to the DCO being consented, the indicative start date of the construction phase of the project is summer 2024 and we anticipate that the construction of the alternative route will start very early within the construction phase. We expect that the construction of the alternative route will take around two months.

We are happy to continue to work with you to keep your internal and public facing information and mapping up to date to help users safely and confidently navigate the network.

I hope that these commitments provide sufficient assurance that we will address your points. If so, please could you acknowledge this in writing? If you require further information, then let me know.

Yours sincerely,

Bethany Kington

Consents officer,
National Grid

Appendix 1 – Relevant Sections from the PRowMP

4.2 NCN 65

- 4.2.3 It is proposed to provide an alternative route to the northern section of NCN Route 65 on Overton Road so that for the duration of the construction works in the area users of this route would be able to avoid what would be a heavily used section of Overton Road during the construction of Overton Substation and associated construction compounds.
- 4.2.4 Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6) illustrates the proposed alternative routing of NCN Route 65 for the north section of Overton Road. This route leaves the carriageway near the junction with the A19 and routes around the back of the proposed overhead line TCC before re-joining Overton Road just north of the rail bridge.
- 4.2.5 The design of the new temporary off road route will be at least 3m wide and it has been agreed that it will follow design guidance set out in the following online design guidance by Sustrans:
- 4.2.6 It has also been agreed with Sustrans that due to the nature of the length of the temporary alternative route that National Grid will provide signage in keeping with permanent NCN signage to direct users of NCN Route 65 off the carriageway at both ends – Overton Road and the carriageway near the junction with the A19. Management of NCN Route 65 under Overhead Line Crossings
- 4.2.7 South of the proposed diversion, NCN Route 65 passes under two proposed overhead line spans:
- 4.2.8 Both of these spans will be provided with scaffold protection for the works required to install or remove overhead conductors. This protection means there not being any requirement for full road closures on Overton Road. There will be a need for a short delay to install the netting that is supported between scaffold structures either side of the road. Once the netting is in place and secured it forms the 'scaffold protection' and as such road users will be able to pass along that stretch of Overton Road. There will be a similar process in reverse when the netting is removed. This would be actively managed by banksman or traffic management as appropriate. Once the works are complete, users of the road can continue with journeys on bike or motor vehicle without the need for any diversions.

Overton Road Improvement Scheme

- 4.2.9 There are a number of bellmouth junctions on Overton Road that will accommodate overhead line traffic for pylon construction. Overton Road will be improved at the same time that the bellmouth junctions and TCCs are constructed. The improvement comprises road widening (details of which are presented within Document 5.3.3F, Volume 5, Appendix 3.F – Construction Traffic Management Plan) to allow for twoway HGV movements between the A19 and the substation access. This widening scheme would be left in place following the completion of the substation. It is therefore considered that this would be a long term improvement to the section of the NCN Route 65 along Overton Road.

Stripe Lane

Management of NCN Route 65 under Overhead Line Crossings

- 4.2.10 On Stripe Lane the NCN Route 65 will pass under one span of overhead line (SP008 to SP007). The NCN Route 65 will pass this span on Stripe Lane but also crosses under this span twice south of Stripe Lane on the off-road section that routes south to the River Ouse.

4.2.11 It is not proposed that any management measures are required for these overhead line span crossings. The section of the SP line included in the Order Limits is not proposed to be replaced and as such overhead lines works over the NCN route will not be required. Bellmouth access junctions off Stripe Lane will be constructed to provide access to the overhead line working areas.

4.3 NCN 66

4.3.1 National Cycle Network Route 66 runs along Murton Way as it passes access 103 and 104 near Osbaldwick Substation.

4.3.2 On Murton Lane the NCN Route 66 passes under just one span of overhead line (YR002 to YR001). Management measures are not required for this overhead line span crossing. The section of the YR line included in the Order Limits is not proposed to be replaced and as such overhead line works over NCN 66 will not be required.

Appendix C – Confirmation email from Sustrans 3 April 2023

Stengel, Dave

From: [REDACTED]
Sent: 03 April 2023 11:08
To: Kington, Bethany
Cc: Stengel, Dave
Subject: RE: [EXTERNAL] RE: Yorkshire GREEN Sustrans follow up email

Hello Bethany,

Apologies for the delay.

I can confirm we are satisfied with the contents of the letter and the measures you are committing to provide for the National Cycle Network.

Kind Regards,

Natalie Rea
Network Development Manager (Yorkshire) | England North | she/her

[REDACTED]



From: [REDACTED]
Sent: Friday, March 31, 2023 12:13 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [EXTERNAL] RE: Yorkshire GREEN Sustrans follow up email

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

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