

COMMENTS ON SUBMISSIONS DEADLINE 6. PHILIP WATSON

Extinguishment of rights at Tadcaster East CSEC

At the CAH2 Meeting I was questioned about splitting my field into two parcels and how I needed 2 access points to access either field. I think the planning inspectorate believed what I was saying but National Grid certainly did not. They stated in the written summary of that meeting "National Grid have not seen the evidence that multiple crops are grown in that field. To National Grid's knowledge it is farmed as one block". Please see the attached file called "two parcels". This is a copy of a National Grid document clearly showing the proposed CSEC West in blue, the underground line in black and the existing overhead line in red. There can be no doubt that the field is split into two parcels in this image and the South East parcel has only been capable of access through the track in the bottom corner.

The statement in the written summary at the CAH2 meeting National Grid states that "there is a maximum of 3.7 metres between the edge of the embankment and the fence line". This is blatantly untrue and National Grid are trying to shift the evidence in order to defeat the right of way. I asked for clarification from National Grid on this who sent me a plan (see the "3.7 METRE GAP" file that is attached). This is measured from the edge of the earthworks to a piece of rabbit proof fencing recently erected by Mr Ingham. This is nonsense as the boundary is marked by the post and rail fencing and National Grid are fully aware of that. The gap then widens considerably after that. Even by this plan to say that there is a maximum of 3.7 metres is untrue as the gap widens considerably the further East that you go. Furthermore, it contradicts with all the other measurements submitted previously. Please see the "Annex b Rep5-084" file that is attached. This was taken from REP 5 -084 and I am using it because it shows the swept path analysis of an agricultural vehicle. Please note that running alongside the boundary line shaded yellow is a 6 metre strip for laying the new gas pipe. It is clearly marked as being 6 metres wide. Please also note that at the narrowest point on the western side of the CSEC there is a further gap of some 2 metres between the yellow shaded area and the blue line showing the edge of the embankment. It can therefore be extrapolated from this that at it's narrowest point there is an 8 metre gap between the embankment and the fence line. At the eastern end the area widens considerably and there appears double the width of the yellow shaded area which will be 12 metres. There clearly is enough room to put in an access road for agricultural vehicles. National Grid have already proved it.

Northern Gas Networks have previously stated that they need a minimum of 6 metres to put a new gas pipe in. If there really is going to be only a maximum of 3.7 metres then surely the CSEC should be moved elsewhere because there is not enough room to install the pipe. I have not seen any approval from Northern Gas Networks yet. Even they do National Grid have clearly demonstrated that there is between 8-12 metres of land available.

I have heard many excuses claimed to be constraints that prevent the right of way being diverted I do not believe any of them to be genuine.

The highways agency clearly envisaged agricultural vehicles to be working in the field on the other side post and rail fence. They therefore placed it a safe distance away from the A64 so farm vehicles could travel at a safe distance away from the A64. The field already slopes towards the A64.

The gas pipe is clearly not an issue. Northern gas networks replace and renew pipes under areas that are going to have vehicles passing over them all the time. They reinstate roads after the gas pipes have been put in place all the time without issue. The road could easily be reinstated following the gas pipe being put in position. I pass over gas pipes all the time with agricultural machinery in fields without causing any damage. I have to pause there and question whether the road needs to be put at such a depth. To dig down over 60 cm to form a subbase and then a road surface is excessive. We are talking about farm vehicles here which go off road and don't actually need a hard standing to travel on. The right of way that travels from my field up to the pylon is made up largely of compacted soil. I have done work on other farm tracks over the years and I am yet to see one that is over 60 cm in depth. In fact 30 cm of stone is considered more than adequate for even the heaviest user. I also have to point out that an excavator can dig to within 60cm from a gas pipe if a member of Northern Gas Networks is present. I am also not sure why the top surface of the road is going to be lower than the ground surrounding it. This will just cause water to stand on the road? It is common practice to have a road placed higher than the ground surrounding it if possible.

The right of way that goes from my field up to the pylon is already on a camber which is well in excess of the 6% camber of the diverted route that is being proposed. I believe all parties walked over this on the site visit. I would expect if any vehicle were in danger of falling over then it would do so on this stretch of the right of way and not next to the A64. I have never had any vehicle to have problems on this stretch of the right of way and certainly would not expect to have any on a diversion around the CSEC. I mentioned at the CAH2 hearing that all tarmac roads have at least a 2.5 % camber and they feel level to any road user. To have a 6% camber will feel little different to any normal road and to any agricultural vehicle that comfortably drives over slopes of over 20 % there should be no issues.

I have asked questions about the telecommunications mast to National Grid. They refuse to discuss this but still put it as a constraint. They have a copy of the lease agreement and so do I because I applied to the Land Registry for a copy. EE Limited and Hutchinson 3G UK have no rights to stop the removal of the fencing and gate. They have rights to fence around the square mast area itself but the fencing and gate can be removed by the landowner. The landowner has retained the right to alter the position of the access road in any event. I can provide a copy if asked or the planning inspectorate can apply for it's own copy from the land registry.

In all the constraints above there have been no objections by the parties that could be affected and National Grid are making problems that are not there. In fact National Grid haven't even asked any of the other parties involved for their opinion but have tried to insinuate that they would object when they haven't.

Summary

The planning inspectorate obviously has to look at both sides of the argument and draw its own conclusion. I am not sure if the Planning Inspectorate can simply refuse the application for the DCO outright or approve it with the caveat that there should be some alterations.

I object to National Grid to placing CSEC East on the right of way not only because of the previous court action that took place surrounding the pylon at XC481, but that other areas are more suitable and are not near rights of way, gas pipes, dwellings, a dual carriageway or a telecommunication mast. I would say XC480 would be a much more suitable option and has none of these problems. It is also on level ground and there would be no need for the anchor block solution which according to National Grid causes maintenance issues.

If the planning inspectorate believes that the CSEC East can be placed in the proposed position then I would ask them to do so but on the condition that a retaining wall is put in place and gap of at least 13.5 metres (see REP 6-061 action point 4) can be maintained between the CSEC and the boundary line. The retaining wall would be at least 10 metres away from any Gas pipe. National Grid would also have to ensure that they purchase sufficient land to create a right of way for all vehicles and reconnect with the existing right of way. This would be the option to take if the planning inspectorate agrees with any of the constraints put forward by National Grid.

If the planning inspectorate has no issues with the constraints put forward by National Grid and does not feel able to propose a retaining wall solution then a right of way could be placed over the area left after the earthworks are put in place. At its narrowest it is 8 metres wide and goes to 12 metres at the widest position. This is ample space to put a right of way for agricultural vehicles only. See Annex B. Again, National Grid should have to purchase enough land in order provide a new right of way and not leave me in the same position when the pylon XC481 was placed over the right of way, leaving court action with Mr Ingham as the only option. This option is against my best interests as it limits the right of way to agricultural vehicles only, but it is considerably better than extinguishing the right of way.

I obviously disagree with the extinguishment of the right of way through brickyard farm (D1-04 REP6-023) and this should not be allowed to happen. This is not necessary to the scheme. It is highly unusual for National Grid to want to extinguish any private rights of way because they often have a great deal of flexibility about where they can put their equipment. I can see that if it was new railway or new motorway being proposed then it may be necessary but extinguishing the right of way through brickyard farm is unnecessary and is not required for the scheme to go ahead.

There is a real need to have a second access point into that field. If there wasn't I would not have spent all that time going to court to have a diversion put around the pylon. The judge after all described the right of way as a valuable property right.

SITING OF CSEC WEST

I have already put forward my proposed alternative placing of CSEC West which would have reduced the unnecessary wastage of land and improve timeliness of operations. At the moment I will be losing a considerable amount of land to the new CSEC and a much greater area than that will be taken up by a series of complicated turns. For example my plough turns over 2 metres of soil at a time so ploughing around a CSEC 40 metres long will involve taking the machine out of the ground 20 times on one side, twenty times on the other side and 15 times on the shorter 30 meter side. It simply isn't a matter of the work taking far longer to get done and the increase in costs but getting the work done before the weather closes in.

In the written submission of oral representations in CAH2 National Grid claim that I have over 300 acres of land. This statement is untrue. I have a total of 168 acres of arable land and a further 22 acres of grassland. The main farmhouse has 45 acres surrounding it and is over 5 kms from the 28 acre field where the Yorkshire Green project is proposed to take place. The nearest field to this is 3 kms away and is 21 acres I have a further 96 acres 5 kms away from the A659 field. The farm is my sole source of income and any reduction in area will have a big impact on profit and make the farm much less viable going forward. Buying up farmland is not as easy as buying a house. Land is often said to come up for sale every hundred years and replacing any land lost will be impossible in my lifetime. I have bent over backwards to try and accommodate the CSEC West but National Grid simply refuse to listen. The current siting of the CSEC West will clearly have a considerable impact on my business for years to come.

I believe that placing CSEC West near XD002 would be much better. It is on a much smaller paddock and I believe is owned by a much bigger landowner. It could be bought outright and have it's own access point for National Grid to use.

10 METRE STRIP FOR HEDGEROWS.

National Grid has already said that they do need vehicular access for the sowing a wild flower mix or to maintain the existing hedgerow in the field to the southwest of CSEC East. I would expect therefore that they would be cutting the existing hedgerow in that area by hand. There is currently no hedgerow between my field and the land owned by the brewery. This will have to be planted by hand and then will not need cutting for 10 years. It will therefore be completely unnecessary for National Grid to take 10 metres of land for a tractor with a hedgecutter. If they are content to cut the other hedgerow by hand near CSEC East they should be content to cut the hedgerow on my land by hand as well. I would expect a 2 metre strip either side of the centre of the hedgerow would be ample. This would allow for the hedgerow to be 2 metres wide and a 1 metre strip either side for personnel to cut the hedgerow once a year. I have already said that I would be willing to cut the hedgerow myself with a tractor once a year if National Grid stipulated what height they required it to be maintained at.

The Hedgerow along the A659 is already established. Again it will only be necessary for National Grid to have a 2 metre strip from the centre of the hedge. The other side and top of the hedge could easily be cut by a tractor on the roadside.

ACCESS OFF THE A659

I have only had limited information about what is going to take place here from National Grid. It is currently an area that suffers from vehicles parking near the gateway and fly tipping. This is despite it being a relatively small entrance. I need to place boulders in the entrance to stop this from happening.

I have recently received some details from National Grid (please see A659 Access- Tadcaster in the file attached). I understood at the CAH2 meeting that National Grid would be happy to reduce the access road into my field from 7 metres to 4 metres but they have clearly failed to do this in the attached plan. The plan still shows a road into my field 7 metres wide. They also said this would have an impact on the bellmouth and the width would be reduced. I don't think it has though. Clearly National Grid have created a parking area large enough for an articulated lorry. It seems very obvious to me that it would be free of any obstructions and any vehicle would be able to park in this area whether it is connected with National Grid or otherwise. We seem to be talking about a bellmouth some 65 metres wide which is 5 times wider than the existing entrance. The wider this area is the more chance there will be of unwanted visitors. National Grid claim that they want to own this land in order to maintain visibility for vehicles exiting the site. They are going to do the complete opposite. Any vehicle can park in the area occupied by the articulated lorry in question and block the view of anyone wishing to leave the site. There is a serious safety issue here if this happens and because it is a 60 MPH road the potential for a serious collision with oncoming traffic due to reduced visibility will be high if any vehicle parks in this area. A no parking sign is hardly going to deter anyone parking here. National Grid clearly recognise this otherwise they would not have suggested bollards in the entrance.

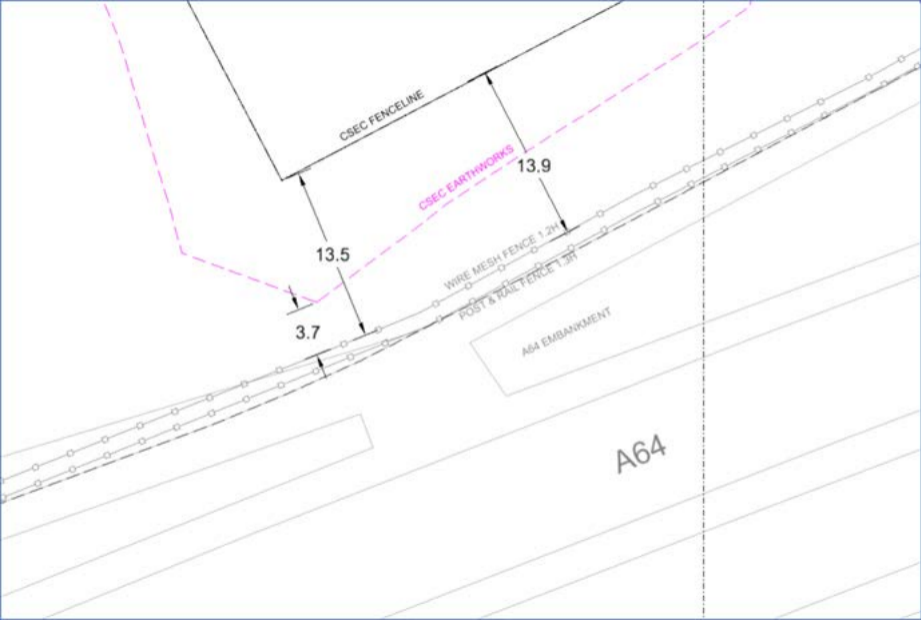
It seems that National Grid have created an area so that any vehicle can park in the area to the right (Leeds side) and access the site. I presume that National Grid are expecting to approach from the Leeds side looking at the plan. However, my farmhouse is situated to the left (Tadcaster side) so I will be accessing the site from the left. I will have to park on the roadside and get out of my car in the road to then unlock the posts. This will be highly dangerous to both myself and other road users. Upon leaving the site I will have to park on the opposite side of the road and cross the road to lock the posts up. It won't simply be a matter of driving in with a tractor and picking up a boulder with the tractor in one movement as I do at the moment.

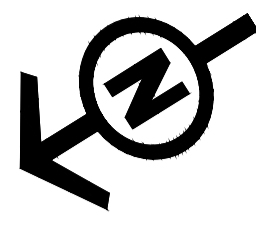
I am not sure what plans National Grid have submitted before deadline 7 but they have been very late getting these plans to me and details should have been made available to me much sooner. I would have expected consultation to have taken place before the Planning Inspectorate started its examination.

I am not sure what the solution could be here but I need to maintain my access point in that corner of the field off the A659 without issues and be in sole control of it as I am now. Perhaps National Grid could have a separate access point onto the brewery land to the

North of my field? They could then access both the pylon and CSEC West. Obviously moving CSEC West to pylon XD002 would solve a lot of problems.

I have been unable to have a meeting with National Grid because of harvest commitments.





NATIONAL GRID (YORKSHIRE GREEN ENERGY ENABLEMENT PROJECT)
 ILLUSTRATIVE PLAN: A361 ACCESS - TADCASTER
 REGULATION 5(2)(o)
 SHEET 1 OF 1

Legend

- EXISTING ROADS
- PERMANENT PROPOSED ACCESS ROAD
- PROPOSED FENCE LINE
- PROPOSED SECURITY GATE
- PROPOSED BOLLARDS
- EARTHWORKS - CUT
- EARTHWORKS - FILL

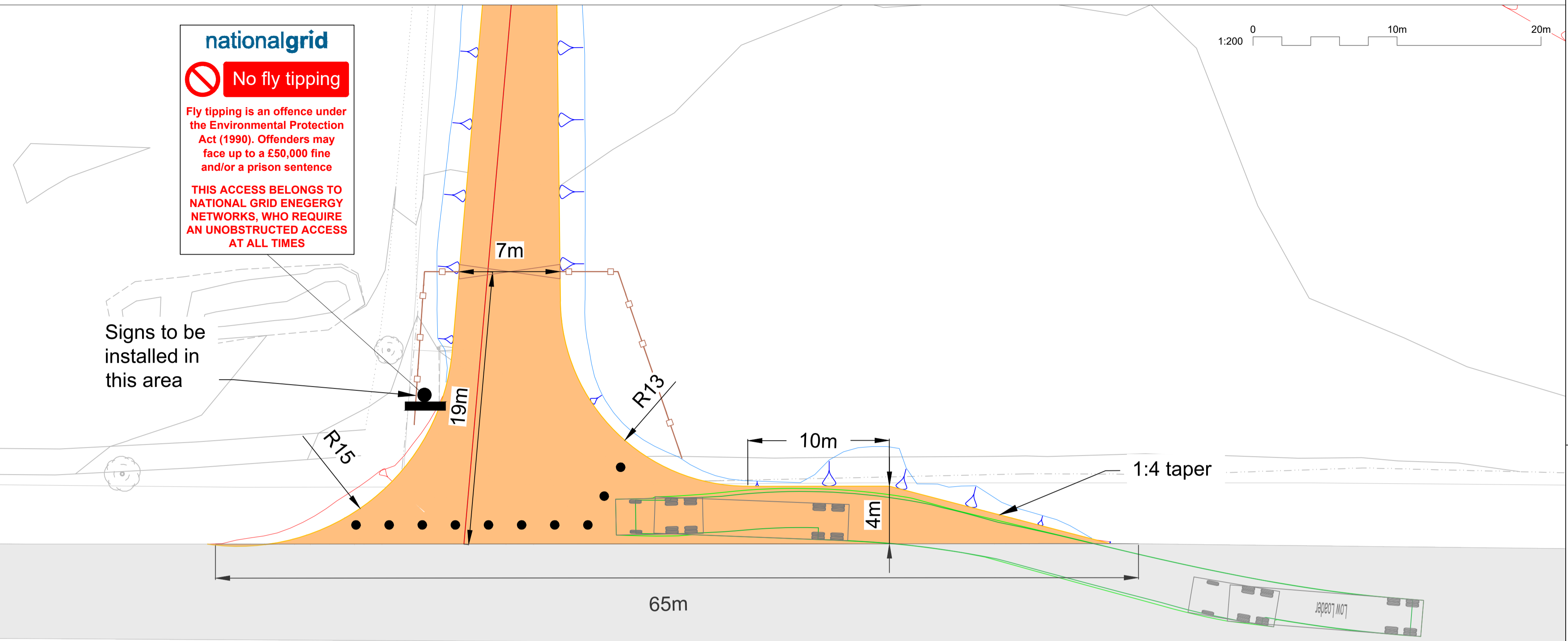
nationalgrid

No fly tipping

Fly tipping is an offence under the Environmental Protection Act (1990). Offenders may face up to a £50,000 fine and/or a prison sentence

THIS ACCESS BELONGS TO NATIONAL GRID ENERGY NETWORKS, WHO REQUIRE AN UNOBSTRUCTED ACCESS AT ALL TIMES

Signs to be installed in this area

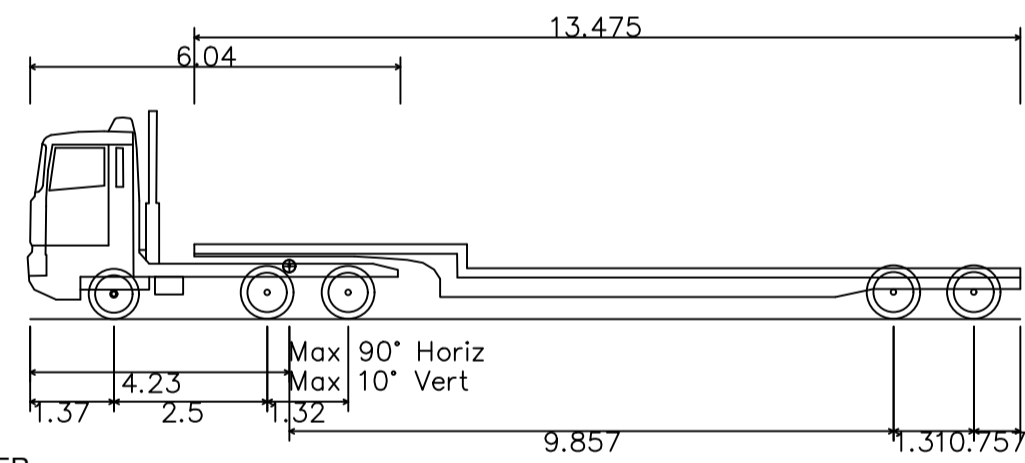


Plan View 1 - Option 1

Scale 1:200

Notes

1. THIS DRAWING IS SCALED AT PAPER SIZE A1. THEREFORE ANY PRINTS TAKEN AT SMALLER SIZES WILL AFFECT ACCURACY OF THE MEASUREMENT UNITS AND SHOULD NOT BE SCALED AGAINST.
2. FOR ADDITIONAL DETAIL ON THE PLAN SUITES, PLEASE REFER TO DOCUMENT 2.3 PLAN GUIDANCE DOCUMENT, LOCATED IN VOLUME 2 OF THE DCO APPLICATION.
3. NO UNAUTHORIZED DISCLOSURE, STORAGE OR COPYING.
4. ALL SPATIAL COORDINATES RELATE TO THE ORDNANCE SURVEY, BRITISH NATIONAL GRID (OSGB36).



LOW LOADER

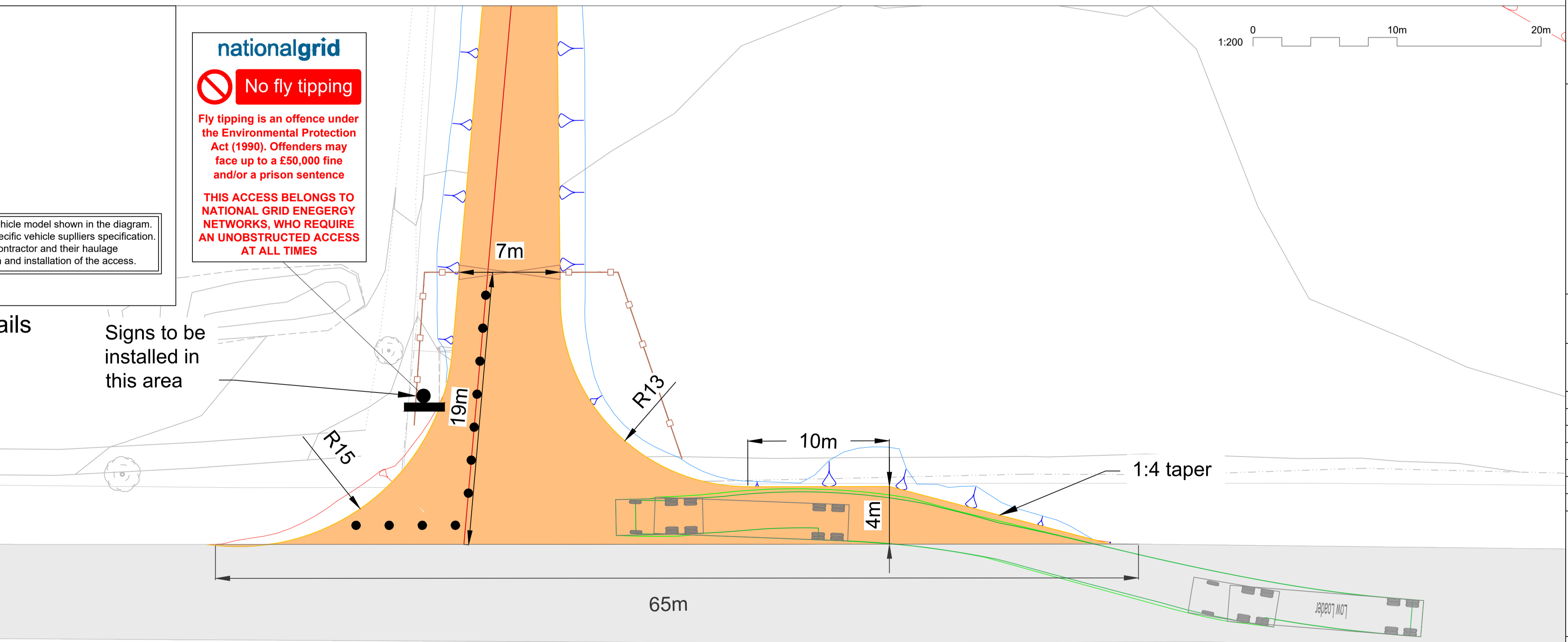
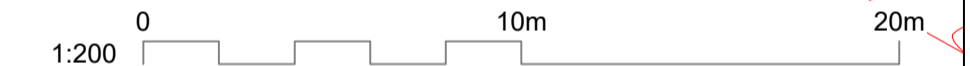
Overall Length 16.154m
 Overall Width 2.520m
 Overall Body Height 3.393m
 Min Body Ground Clearance 0.318m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.990m

Geometry has been checked against a bespoke vehicle model shown in the diagram. This model is generic and does not relate to any specific vehicle suppliers specification. All swept paths should be verified by the Contractor and their haulage supplier once appointed prior to detailed design and installation of the access.

Swept Path Analysis - Vehicle Details

N.T.S.

Signs to be installed in this area



Plan View 2 - Option 2

Scale 1:200

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 446050
 Sheet Y Centroid Coordinate: 441680

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT ORDNANCE SURVEY. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY - 100024241.

Issue	Date	Remarks	Drawn	Checked	Approved
A	09/08/23	DRAFT FOR INFORMATION ONLY	PS	SF	EMD

NATIONAL GRID
 (YORKSHIRE GREEN ENERGY ENABLEMENT PROJECT)
 ILLUSTRATIVE PLAN: A659 ACCESS - TADCASTER
 REGULATION 5(2)(o)
 SHEET 1 OF 1



Application Number EN020024

National Grid Drawing Reference

Scale	Sheet Size	Sheet	Issue
1:200	A1	SHEET 1 OF 1	A

- Notes:**
1. All drawings are for development purposes only and should not be used for construction.
 2. All dimensions are in millimetres unless otherwise stated.
 3. This site is located at Grid Reference 482024, 441862 (eastings, northing).
 4. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 5. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 6. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 7. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 8. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 9. The site is located at Grid Reference 482024, 441862 (eastings, northing).
 10. The site is located at Grid Reference 482024, 441862 (eastings, northing).

- Legend:**
- Proposed Access Option
 - Proposed Station
 - Proposed Access Road
 - Existing Access Road
 - Highways Embankment
 - Highways Drainage
 - Access Road
 - Earthworks - Cut
 - Earthworks - Fill
 - ECSECC Slope Path
 - Existing Gas Main
 - Gas Main Diversion
 - Gas Main Diversion Element
 - HT Electricity Cable
 - Existing Fencing
 - Existing Gate
 - Longest Point
 - Existing Ground
 - 50mm Topsoil Strip
 - Road Surface
 - ECSECC Subsoil
 - ECSECC Finish Level

- Contract Documents:**
1. 100102545-MMD-09-XX-SK-C-0001-001
 2. 100102545-MMD-09-XX-SK-C-0001-002
 3. 100102545-MMD-09-XX-SK-C-0001-003

nationalgrid

YORKSHIRE GREEN

TADCASTER ECSECC ACCESS ROAD BETWEEN COMPOUND AND FENCE LINE SHEET 2 OF 3

Scale: 1:500

Project No: 100102545-MMD-09-XX-SK-C-0001-002

Sheet No: 2 OF 3

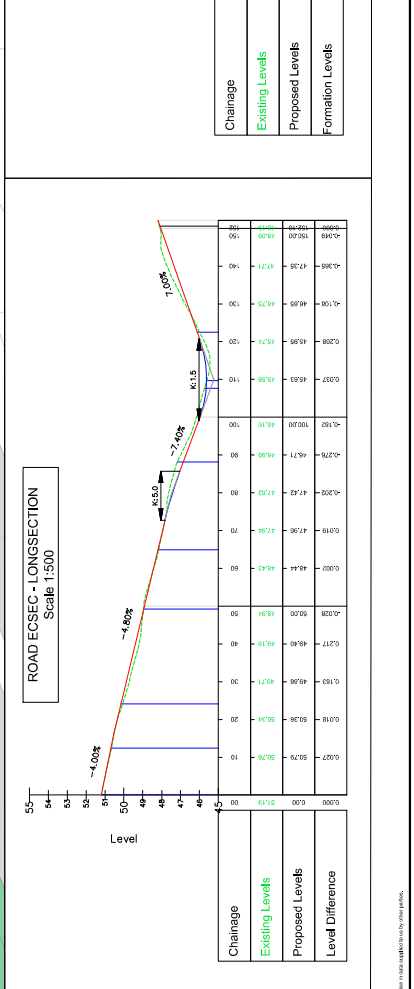
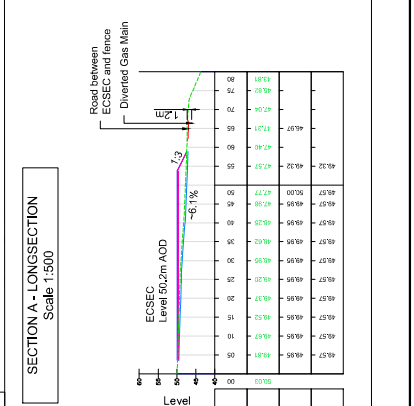
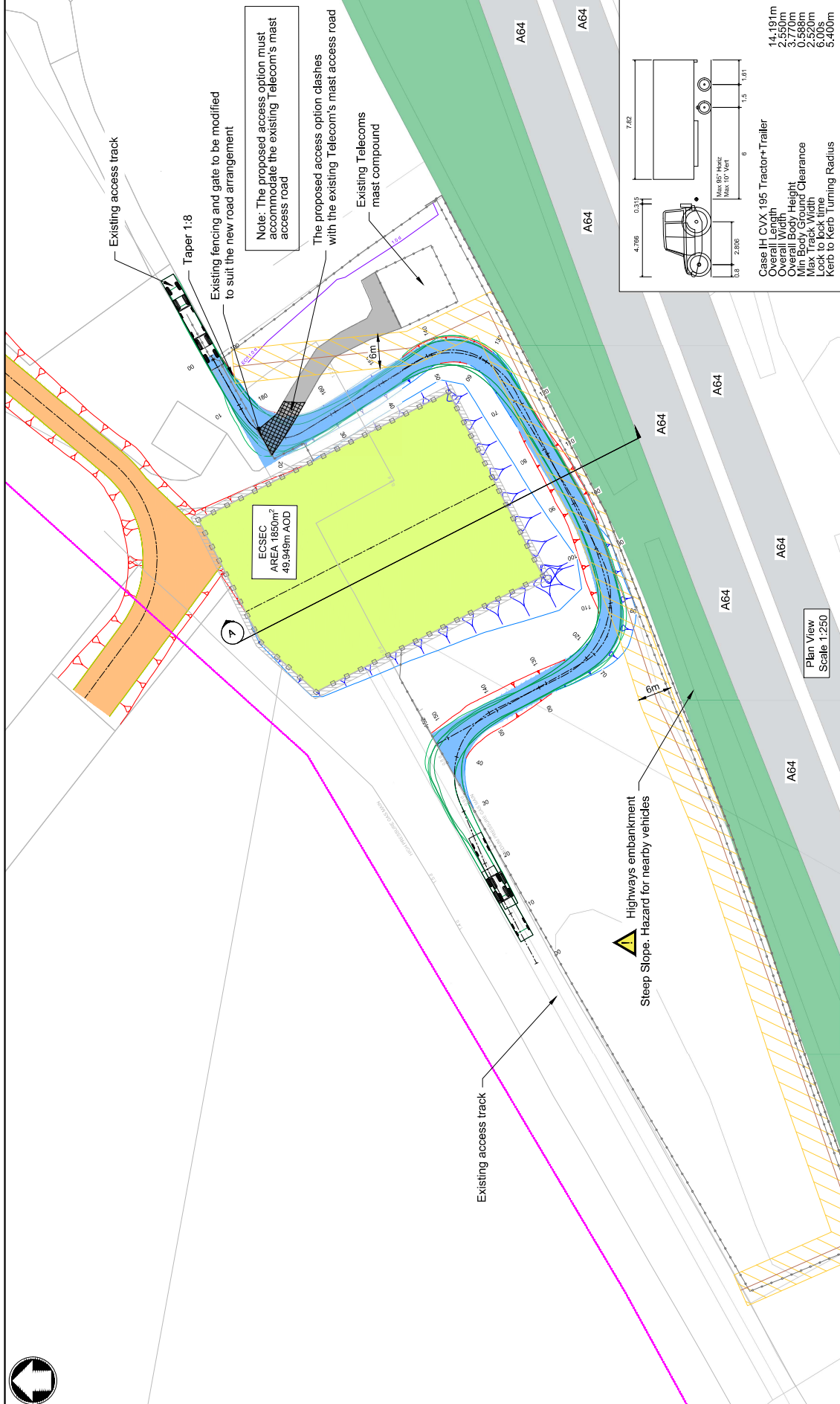
Date: 20/06/2023

Author: [Name]

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Scale: 1:500



Our updated proposals

Select a section to zoom in and find out more:

Select a section ▼

Existing overhead line

Indicative construction compound

Find a place by typing it

