Eastern Green Link 2 Environmental Statement Addendum – Relocated Haul Route East of Newsholme

National Grid Electricity Transmission

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Quality information

Prepared by	Verified by	Approved by
Adele Knowles Senior Environmental Consultant	Simon Wild Technical Director	

Prepared for:

National Grid Electricity Transmission

Prepared by:

Adele Knowles
Senior Environmental Consultant
E: adele.knowles@aecom.com

AECOM Limited
2 City Walk
Holbeck
Leeds
LS11 9AR

T: +44(0)113 391 6800
aecom.com

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Abbreviations and Definitions

Term	Definition
EGL2	Eastern Green Link 2
EOS	English Onshore Scheme - Approximately 69 km of underground high-voltage direct current (HVDC) cable from the landfall at Fraisthorpe within East Riding Yorkshire Council (ERYC).
ES	Environmental Statement
Original ES	The Environmental Statement submitted in June 2022 for the English Onshore Scheme element of Eastern Green Link 2.
Proposed Relocated Haul Route	The subject of this ES Addendum. Relocated haul route for the construction of EGL2 EOS East of Newsholme.
HDD	Horizontal Directional Drilling. A construction technique whereby a tunnel is drilled and a pipeline or other utility is pulled through the tunnel.
NGET	National Grid Energy Transmission (The Applicant)

Non-Technical Summary

AECOM prepared an Environmental Statement (ES) (referred to as the 'Original ES' herein) for the English Onshore Scheme (EOS) element of Eastern Green Link 2 (EGL2) that accompanied the planning application submitted in June 2022 for the *"Construction of sub-surface cable route from Drax Power Station to Fraisthorpe Coastline with associated accesses and temporary construction compounds in association with the Scotland to England Green Link"*. The planning application was approved by East Riding of Yorkshire Council (ERYC) in March 2023.

The Original ES has been updated (in the format of this ES Addendum) to consider the impact of design changes to Section 3: Market Weighton to River Ouse of the EOS sub-surface cable route, located east of Newsholme. The design alternatives are in response to engagement with landowners affected by the EOS east of Newsholme. While the cable route passes under and avoids the affected land via Horizontal Directional Drilling (HDD) in a broadly north to south direction, a temporary haul route designed for use during the construction works follows the path of the cable route above ground, and has impacts on a Christmas tree farm in this location. Moving the temporary haul route further to the east (referred to herein as 'the Proposed Relocated Haul Route') provides an alternative which would avoid disruption to the business, whilst also meeting the construction requirements of EGL2.

This ES Addendum concludes that the Proposed Relocated Haul Route East of Newsholme to support the EOS design/ alignment would result in no changes to the significance of environmental effects as reported within the Original ES. Therefore, the conclusions of the Original ES remain unchanged.

1. Introduction

1.1.1 The Eastern Green Link 2 (EGL2) comprises the Scottish Onshore Scheme, the Marine Offshore Scheme and the English Onshore Scheme (EOS). This document concerns the EOS which comprises approximately 69 kilometres (km) of underground high-voltage direct current (HVDC) cable from the landfall at Fraisthorpe within the administrative area of East Riding of Yorkshire Council (ERYC), to the proposed converter station at Drax, located within the administrative area of North Yorkshire Council (NYC) (formerly Selby District Council) (hereafter referred to as the 'Approved Development').

1.1.2 An Environmental Statement (ES) was prepared by AECOM on behalf of National Grid Energy Transmission (NGET) (referred to hereafter as 'the Applicant') for the EOS, reporting the results of the Environmental Impacts Assessment (EIA). The ES (hereafter referred to as the 'Original ES') reported the environmental impacts and effects associated with the EOS construction, operation and decommissioning, and was submitted with the planning application in June 2022. ERYC approved the planning application for the Approved Development in March 2023.

1.1.3 The extent of the Approved Development spans a number of landownership boundaries. While the cable route passes under the affected land via a HDD in a broadly north to south direction, a temporary haul route designed for use during the construction works follows the path of the cable route above ground, and has impacts on a Christmas tree farm in this location. Since submission of the planning application, the applicant has engaged with the affected landowners of the Christmas tree farm east of Newsholme, with a desire to understand and work positively and safely with their business requirements during the construction period.

1.1.4 Moving the temporary haul route further to the east (referred to herein as 'the Proposed Relocated Haul Route') provides an alternative which would avoid disruption to the business, whilst also meeting the construction requirements of EGL2. As a result, a planning application is being submitted to ERYC for a relocated temporary haul route and associated accesses, avoiding the Christmas tree farm by crossing north to south within an adjacent agricultural field.

1.1.5 This ES Addendum has been prepared to set out the findings of a review of the EIA conclusions reported in the Original ES with regards to amendments to the design of the EOS (namely the Proposed Relocated Haul Route) (see Section 3 for further information) – refer to Figure 1 at the back of this ES Addendum and Plate 1 below.

1.1.6 The Proposed Relocated Haul Route East of Newsholme is located within Section 3: Market Weighton to River Ouse of the EOS. This ES Addendum reports an update to the impact assessments as presented in the Original ES taking account of the characteristics of the Proposed Relocated Haul Route to determine whether the conclusions of the Original ES remain valid and robust.

1.1.7 This ES Addendum is structured in the same way as the Original ES to enable easy cross-reference, and should be read in conjunction with the Original ES which details the existing and future baseline conditions, the assessment methodology, relevant legislation and policy, the original impact assessment findings, as well as impact avoidance and mitigation measures.

1.1.8 All sections of this ES Addendum have been prepared by suitably qualified environmental specialists at AECOM.

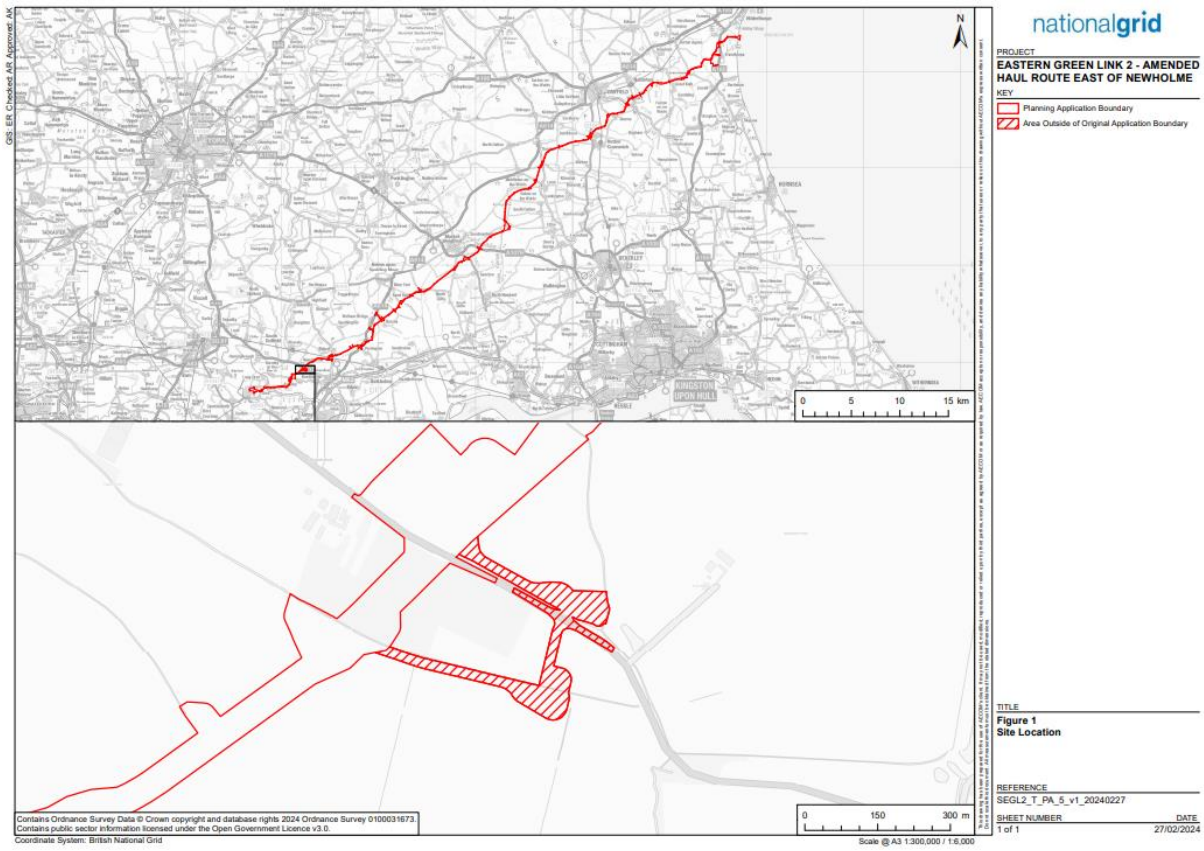


Plate 1: Site Location Plan showing the Proposed Relocated Haul Route East of Newsholme

2. Original ES Introduction

2.1.1 Chapter 1 of the Original ES remains unchanged and therefore remains valid.

3. Alternatives

3.1.1 Chapter 2 of the Original ES sets out the alternative design options considered prior to the definition of a preferred alignment for the EOS. No changes have been made to the alternatives considered, therefore the Original ES chapter remains valid.

3.1.2 The Proposed Relocated Haul Route East of Newsholme was not considered as an alternative route option within the Original ES, as it does not alter the cable route of the original EOS. Therefore, it is the subject of the assessment reported herein.

4. Project Description

4.1.1 Chapter 3 of the Original ES provides a description of the Site and the surrounding area, as well as a description of the EOS. While additions to the layout of the EOS are proposed (refer to paragraph 4.1.2), these design changes are localised to the area east of the village of Newsholme. The remainder of the EOS planning application red line boundary (see Figure 1: Site Location Plan) and reported distances to identified sensitive receptors remain unchanged. Changes to the distances between the EOS and receptors as a result of the Proposed Relocated Haul Route East of Newsholme are discussed below and within Section 8 of this ES Addendum.

4.1.2 The relocation of the temporary haul route for the EOS has been presented since the Original ES was prepared and is an alternative to avoid economic impacts on the affected landowners (as shown on Figures 1, 2 and 3). The EOS design changes comprise the following:

- Provision of a new temporary haul route (the Proposed Relocated Haul Route), approximately 1 km in length and accessed via the A63 Hull Road approximately 290 m to the east of the EOS cable alignment. The new temporary haul route north of the A63 Hull Road will cross an unnamed minor drain via a new culvert and follow back alongside this road from east to west to meet the EOS cable alignment, where the A63 (Newsholme) Primary Compound, one of three primary compounds on the EOS route, can be accessed. South of the A63 Hull Road, the new temporary haul route will travel south for approximately 130 m through agricultural land and will cross New Drain via a new culvert, where it follows the drain from east to west to meet the EOS cable alignment.
- Provision of three temporary drainage ponds. One will be situated immediately east of the new temporary haul route and north of the A63 Hull Road, whilst two will be situated immediately east of the new temporary haul route, north and south of the southern unnamed drain respectively.

4.1.3 The new temporary haul road will comprise a circa 0.5 m deep layer of unbound granular material with the potential for geogrid layers to be used for stabilisation. Where the haul road will be built up, pipes will be installed to ensure natural drainage pathways are maintained across the haul road.

4.1.4 All temporary accesses will be removed at the end of the construction programme, and the land returned to its previous use.

5. Planning Policy Context

5.1.1 Chapter 4 of the Original ES provides an overview of the planning policies relevant to the EOS.

5.1.2 Since the submission of the planning application (and Original ES) minor changes have been made to the emerging local plan (submitted for examination March 2023), the National Planning Policy Framework (NPPF) (updated September and December 2023) and the Overarching National Policy Statement for Energy (EN-1) (November 2023), though these updates are not considered to be directly relevant to the Proposed Relocated Haul Route east of Newsholme. For this reason, there have been no material updates to national or local legislation or policies of relevance to the EOS, so the Original ES chapter remains valid.

6. Approach to EIA

6.1.1 Chapter 5 of the Original ES sets out the EIA methodology. No changes have been made to the EIA methodology, therefore, the Original ES chapter remains valid.

7. Stakeholder Engagement and Consultation

7.1.1 Chapter 6 of the Original ES sets out an overview of the consultation activities that were carried out during the EIA process for the EOS. No additional consultation activities have been undertaken since the submission of the Original ES, and therefore the Original ES chapter remains valid.

8. Technical Topics Chapters 7 - 16

8.1.1 Figures 2 and 3 show the environmental constraints located within proximity to the Proposed Relocated Haul Route east of Newsholme. Taking into account the characteristics of the Proposed Relocated Haul Route (as detailed in Section 4) and the nearby environmental constraints, Table 8-1 presents a summary of potential changes to the EIA findings as reported in the Original ES.

8.1.2 Table 8-1 indicates that the Proposed Relocated Haul Route east of Newsholme does not result in any changes to the conclusions as reported within the Original ES.

8.1.3 The screening questions as detailed in Table 8-1 are in line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Screening Matrix, provided by the Planning Inspectorate[1].

[1] https://www.gov.uk/government/publications/environmental-impact-assessment-screening-checklist

Table 8-1: Summary of changes within the technical topic chapters within the Original ES as associated with the Proposed Relocated Haul Route East of Newsholme

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
NATURAL RESOURCES			
Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes – installation of the haul route during construction of the EOS will result in very minor, temporary changes to the topography of the area east of Newsholme. All temporary haul routes and accesses will be removed at the end of the construction programme, resulting in no permanent changes to the topography of the area east of Newsholme.	Proposed Relocated Haul Route is longer in length (approx.1 km) than that originally proposed (approx. 308 m). However, the same installation methodology as proposed in the original ES will be implemented, whilst the same mitigation measures as outlined in the Original ES Chapter 18: Outline Construction Environmental Management Plan (CEMP) (and Appendix A of this document) will be used.	No likely significant effects after mitigation.
Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	N/A – irrelevant to the EOS.	N/A	N/A
Are there any areas on/around the location which contain important, high quality or scarce resources **which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?**	N/A – there are no areas applicable in proximity to the EOS.	N/A	N/A
WASTE			
Will the project produce solid wastes during construction or operation or decommissioning?	After the implementation of relevant mitigation measures (as detailed in the Original ES) during construction, generation and management of waste effects are assessed as being minor adverse (not significant). Decommissioning effects are assumed to be similar to those that would occur during the construction phase in terms of waste generation. There will be no waste generated during the operation phase.	Waste arising from haul road establishment during construction is anticipated to be minimal based on professional judgement. Final waste arisings will be subject to contractor design. The materials (aggregates and/or stones) required for temporary construction of haul roads is likely to be re-used by other projects after the completion of the construction works. The increased length in the Proposed Relocated Haul Route is not anticipated to generate significantly more waste than the original haul road.	No likely significant effects after mitigation. The mitigation measures as set out within the Original ES (refer to Chapter 16: Waste and Materials Management and Appendix A: Outline CEMP) that includes a Soil Management Plan (SMP) and Site Waste Management Plan (SWMP) to be developed by the appointed Contractor. Implementation of such measures means that there will be no change to the residual effect for the generation and management of waste that is reported in the Original ES (minor adverse, not significant).
POLLUTION AND NUISANCES			
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	No change – an air quality assessment was scoped out of the EIA.	N/A	N/A
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	During construction works within Section 3, with the adoption of best practicable means and enforcement actions (as detailed in the Original ES), it was assessed that there would be a negligible/minor (not significant) adverse noise effect at Receptor 57, which is considered representative of the residents in Newsholme Village, located approximately 278 m from the original temporary haul route. Any effects would be short term and temporary. Construction traffic effects were assessed as being negligible (not significant). Construction vibration effects were assessed, at worst, as minor adverse (not significant) at the nearest sensitive receptors due to separation distances. The impact of light, heat, energy and electromagnetic radiation are not considered relevant and were scoped out of the assessment.	The Proposed Relocated Haul Route is positioned at a distance further away from Receptor 57 (Newsholme Village), resulting in the working area moving away from residential receptors. The Proposed Relocated Haul Route will, however, be situated approximately 110 m closer to Park House Farm, which is located approximately 230 m north-east of the relocated haul route.	No likely significant noise effects after mitigation. The mitigation measures as set out within the Original ES (refer to Section 13.7 and Appendix A: Outline CEMP) and given the distance to receptors from construction activities, means there will be no change to the significance of noise effects as reported within the Original ES. The significance of the noise effect, therefore, remains as negligible/minor adverse (not significant) at Receptor 57. It is anticipated that construction noise at Park House Farm will increase by approximately 3dB as a result of the closer proximity to the Proposed Relocated Haul Route. This minor increase in noise levels and the temporary nature of the construction works, combined with embedded mitigation outlined in Appendix A: Outline CEMP, will not result in a significant adverse effect to the residential receptors at Park House Farm from noise.
Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	With the incorporation of appropriate mitigation measures (as detailed in the Original ES and Appendix A: Outline CEMP), the residual effects during construction from haul roads, accesses and water crossings on water resources within Section 3 of the EOS range between negligible and minor adverse (not significant). New Drain, a non-designated ordinary watercourse with an Internal Drainage Board (IDB) maintained channel, will be crossed by the temporary haul route presented in the Original ES, using an existing culvert. No other water resources cross or lie in the vicinity of the temporary haul route as presented in the Original ES.	Two non-designated watercourses intersect the Proposed Relocated Haul Route. These are New Drain and an unnamed unmaintained minor drain. In both cases, it is intended by the applicant to cross these watercourses using new temporary culverts. These will be installed using the same methodology described in the Original ES Chapter 11: Hydrology and Land Drainage. No other water resources cross or lie in the vicinity of the Proposed Relocated Haul Route. Aside from the two temporary water crossings, the Proposed Relocated Haul Route is materially no different in establishment methodology and frequency/ nature of use by construction vehicles to that proposed in the Original ES.	The low sensitivity of the minor drains and implementation of embedded mitigation would result in minimal change to the risk of contaminated runoff, and therefore the significance of effect remains negligible/minor adverse (not significant). The same mitigation measures as outlined in the Original ES Chapter 18: Outline CEMP (Appendix A) to prevent and manage risks of contamination will be used. These include: • A Drainage Strategy incorporating a Site Drainage Plan (SDP) will be prepared prior to the commencement of works. The Drainage Strategy will specify measures to minimise the impact of construction on existing drainage systems (manmade and natural). This will be developed following detailed drainage investigations (e.g. to identify underground sewers and surface water drains etc.) and hydrological assessments, which will determine potential location specific risks in relation to the water and natural environment and identify appropriate control measures to reduce the risks.

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
			• An appropriate drainage system will be incorporated to manage surface water and sediment runoff. This will include header and filter drains, use of sandbags either side of the haul road at watercourse crossings and ensure runoff is directed into attenuation ponds to remove sediment and potential contaminants before discharging (to local watercourse or infiltration) at a controlled rate which is to be agreed with the relevant regulator. • Suitable sizing of the culvert pipe to accommodate the natural water regime (volumes and flows), in accordance with the Design Manual for Roads and Bridges (DMRB) standards. • Sitting of the culvert at hard bed level where possible and orientated with flows to limit obstruction and potential for scour. These will allow free passage for fish and eels and be sited to avoid spawning habitat/morphological bar and riffle features. In some cases, temporary culverts may be above hard bed level, however this will be limited to channels which are balanced systems with little flow and no concern for fish and eel passage. These will be determined on a case by case basis with the relevant stakeholder (Environment Agency, Local Lead Flood Authority, IDB). • All hard banks and bed added during construction will be temporary and the bankside will be returned to its original stabilised state after construction, including re-grading were required and re-vegetating/seeding to replace any lost habitat and vegetation or trees.
Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	N/A – there are no applicable areas located in the vicinity of the Proposed Relocated Haul Route.	N/A	N/A
POPULATION & HUMAN HEALTH			
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No – an assessment of major accidents and disasters was scoped out of the EIA.	N/A	N/A
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	No – with the incorporation of appropriate mitigation measures (as detailed in the Original ES and Appendix A: Outline CEMP), the EOS will not present a human health risk to the local population. An assessment of human health was scoped out of the EIA.	N/A	N/A
WATER RESOURCES			
Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	With the incorporation of appropriate mitigation measures (as detailed in Chapter 11: Hydrology and Land Drainage of the Original ES and Appendix A: Outline CEMP), the residual effects during construction from haul roads, accesses and water crossings on flood risk within Section 3 of the EOS ranges between negligible and minor adverse (not significant). New Drain, a non-designated ordinary watercourse with an IDB maintained channel, was to be crossed by the temporary haul route as presented in the Original ES using an existing culvert. No other water resources cross or lie in the vicinity of the temporary haul route as presented in the Original ES. Part of the haul road as presented in the Original ES lies within Flood Zone 2 from fluvially dominated sources.	Two non-designated watercourses intersect the Proposed Relocated Haul Route. These are New Drain and an unnamed unmaintained minor drain. In both cases, it is intended by the applicant to cross these watercourses using new temporary culverts. These will be installed using the same methodology described in the Original ES Chapter 11: Hydrology and Land Drainage. No other water resources cross or lie in the vicinity of the Proposed Relocated Haul Route. The section of the Proposed Relocated Haul Route south of the A63 Hull Road lies within Flood Zone 3 from fluvially dominated sources (see Figure 2).	With the incorporation of appropriate mitigation measures (as detailed in Chapter 11: Hydrology and Land Drainage of the Original ES and Appendix A: Outline CEMP), there will be no change in the residual effects during construction from haul roads, accesses and water crossings on flood risk within Section 3 of the EOS (negligible/minor adverse, not significant). Measures include: • A Drainage Strategy incorporating a SDP will be prepared prior to the commencement of the works. The Drainage Strategy will specify measures to minimise the impact of construction on existing drainage systems (manmade and natural). This will be developed following detailed drainage investigations (e.g. to identify underground sewers and surface water drains etc.) and hydrological assessments, which will determine potential location specific risks in relation to the water and natural environment and identify appropriate control measures to reduce the risks. • An appropriate drainage system will be incorporated to manage surface water and sediment runoff. This will include header and filter drains, use of sandbags either side of the haul road at watercourse crossings and ensure runoff is directed into attenuation ponds to remove sediment and potential contaminants before discharging (to local watercourse or infiltration) at a controlled rate which is to be agreed with the relevant regulator. • Suitable sizing of the culvert pipe to accommodate the natural water regime (volumes and flows), in accordance with DMRB standards. • Sitting of the culvert at hard bed level where possible and orientated with flows to limit obstruction and potential for scour.

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
BIODIVERSITY (SPECIES AND HABITATS)			
Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	Yes. One statutory designated site, the Barn Hill Meadows Site of Special Scientific Interest (SSSI), was scoped into the assessment located within Section 3 of the EOS (where the Proposed Relocated Haul Route east of Newsholme is situated). The SSSI site is identified as a UK Priority Habitat, made up predominantly of Lowland Meadow and Deciduous Woodland, and part of the SSSI also makes up the Yarmshaw Plantation Local Wildlife Site (LWS). The SSSI is approximately 692 m south-east from the planning application boundary at its nearest point. There will be no direct impacts on the SSSI, which is entirely avoided by the EOS. Two indirectly connecting non-designated watercourses are New Drain and Black Dyke which cross the A63 between the planning application boundary and the SSSI. The temporary access route reported in the Original ES uses an existing farm track along the southern side of New Drain and crosses the watercourse using existing culvert crossings which were not proposed to be widened. It is assessed that with embedded mitigation, the potential effect upon the SSSI and LWS is negligible (not significant).	In addition to New Drain, which will be crossed using a new temporary culvert rather than using an existing culvert (as per the original ES), there is one other non-designated unnamed and unmaintained dry ditch connected to Black Dyke which will be crossed by the Proposed Relocated Haul Route. This will be crossed using the same methodology as assumed in the Original ES. The culverts will be installed using the same methodology as described in the Original ES Chapter 11: Hydrology and Land Drainage.	No likely significant effects after mitigation. The nature and location of the Proposed Relocated Haul Route is not materially different from that as assessed within the Original ES, and thus the amended haul route alignment will not cause any new or additional direct or indirect environmental impacts upon the Barn Hill Meadows SSSI/Yarmshaw Plantation LWS. As assessed in the Original ES Chapter 11: Hydrology and Land Drainage, effects upon local surface water resources when construction temporary haul roads will be mitigated through adoption of a construction surface water management plan. This includes measures to intercept run-off and ensure that any discharge from the installation of the cable and temporary haul road construction is controlled. These measures will be secured within the CEMP, along with pollution prevention measures to ensure water quality is maintained and water flow is not impeded by temporary culverts.
Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	***Habitat type*** Yes - The section of the EOS route and temporary haul route east of Newsholme was identified in the Original ES as being made up of a mix of cultivated/disturbed arable land, improved grassland, coniferous woodland plantation, mixed woodland plantation and some non-designated drainage ditches with species poor hedgerows around the perimeter of some fields. The temporary access route reported in the Original ES crosses New Drain, as previously described. The impact of the EOS during construction on non-designated running water (including drains) causing a decrease in quality and loss of habitat function was assessed to be negligible to minor adverse (not significant) with the implementation of defined embedded mitigation measures. All other habitat types were not considered to be of more than site nature conservation value and therefore were not considered within the EIA. For further information refer to the Original ES Chapter 7: Ecology and Nature Conservation.	The Proposed Relocated Haul Route does not impact any habitat types considered to be more than of site nature conservation value. The Proposed Relocated Haul Route will impact a similar mix and quantity of natural habitat types when compared to the alignment as assessed within the Original ES. An additional non-designated drain will be crossed by the Proposed Relocated Haul Route.	No likely significant effects after mitigation. Embedded mitigation, particularly the use of micro-siting to avoid and/or minimise vegetation clearance as detailed in Appendix A: Outline CEMP, applies to the Proposed Relocated Haul Route. Mitigation specific to non-designated running water include pollution control measures and preventing discharge or abstraction into watercourses, minimisation of working width, reduction in encroachment, removal and restoration of channel bed materials and reinstatement of marginal habitat to minimise effects on channel and adjacent vegetation. Reconstruction of the bank and channel to preconstruction state will also be undertaken. For further information see the original EOS ES Volume 2 Chapter 7: Ecology and Nature Conservation, and Chapter 18: Outline Construction Environmental Management Plan.
	Bats Yes – A bat roost potential assessment carried out to inform the Original ES identified two structures as having low bat roost potential (ID312 and ID313). Both sit within the planning application boundary of the EOS, however only ID313 is within the working width of the cable route and is likely to be affected by the temporary haul route (as proposed in the Original ES). The effects of the EOS cable route as a whole during construction on roosting and foraging bats were assessed to be negligible to minor adverse (not significant) after implementation of defined mitigation measures. For further information see the Original ES Chapter 7: Ecology and Nature Conservation and Appendix 7B: Bat Survey Report.	No Change. The Proposed Relocated Haul Route would not change the impacts upon ID312 and ID313 as assessed in the Original ES.	N/A
	Water vole and Otter Yes - A water vole and otter habitat assessment undertaken to inform the Original ES identified two small drains intersecting/in close proximity to the temporary haul route as presented in the Original ES, east of Newsholme (WC79 and WC80, Black Dyke and New Drain respectively). WC79 was identified as a shallow 10 cm deep ditch and assessed to be unlikely to support Otter or Water Vole. The watercourse is not	The Proposed Relocated Haul Route will cross New Drain (WC80) at a section further east than was presented in the Original ES. This will also be subject to further assessment as proposed in the Original ES. The Proposed Relocated Haul Route will result in the crossing of an additional drain. This drain was not considered in the assessment presented in the Original ES, as it was unlikely from desk-based studies to support	No likely significant effects to Water Vole and Otter are anticipated with the implementation of applicable mitigation. This includes: • At watercourse crossings where Otter and/or Water Vole have been identified previously or there is potential for Otter and/or Water Vole to be present, pre-construction surveys will be undertaken to inform detailed design and where possible to avoid habitat suitable to support Otter and/or Water Vole. • Where Otter and/or Water Vole are identified: – restriction of night time working in proximity to known Otter and/or Water Vole habitat;

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
	directly affected by the orignal temporary haul route east of Newsholme as presented in the ES, however further assessment to determine presence/absence is required at other sections of the EOS route. WC80 was identified as a slow flowing ditch approximately 3 m wide and up to 40 cm deep, and assessed to be likely to support water vole and/or otter. Further assessment for riparian mammals will be required prior to haul route crossing. The effects of the EOS cable route as a whole during construction on water vole and otter were assessed to be negligible to minor adverse (not significant) after the implementation of defined mitigation measures. For further information refer to the Original ES Chapter 7: Ecology and Nature Conservation and Appendix 7C: Water Vole and Otter Survey Report.	Otter or Water Vole due to its small size. However, the drain does feed into and connect to Black Dyke (WC79) which is subject to further assessment.	– maintenance of barrier free movement particularly where haul roads over watercourses are proposed. – Once works are complete the construction access will be removed and the habitat will be reinstated and enhanced where specific additional measures are agreed. Bank side grassland habitat will be re-seeded with plant species which are favoured by Water Vole e.g. rushes, sedges or reed will be included in the seed mix or supplemented by re-instatement of removed turves or bank side top soil immediately following completion of the works. – Embedded mitigation will be implemented to protect water quality including pollution control measures and preventing discharge or abstraction into watercourses. For further information see the original EOS ES Volume 2 Chapter 7: Ecology and Nature Conservation, and Chapter 18: Outline Construction Environmental Management Plan.
	Breeding Birds No breeding birds of conservation concern were either confirmed, probably or possibly breeding within the region of the temporary haul route east of Newsholme as assessed within the original EOS ES. The impact of the EOS as a whole during construction on breeding birds was assessed to be minor adverse (not significant) after mitigation measures were considered. For further information see original EOS ES Volume 2 Chapter 7: Ecology and Nature Conservation, and Volume 3 Appendix 7D: Ornithology Report.	No change. The nature and location of the Proposed Relocated Haul Route is not materially different from that as assessed within the Original ES, so it is not anticipated to result in any new or additional direct or indirect environmental impacts on breeding birds of conservation concern. A small section of hedgerow will need to be removed to facilitate the Proposed Relocated Haul Route, however given the abundance of other available suitable habitat within the vicinity, and with the implementation of defined embedded mitigation measures, there is no change (or additional effects) to those as reported in the Original ES. The same mitigation measures for breeding birds as detailed in the Original ES will be applied to the Proposed Relocated Haul Route works.	N/A
	Great Crested Newt (GCN) Waterbodies P239 and P240 are located to the north-west of the EOS, within 250 m from where the temporary haul route as presented in the Original ES is situated. P240 is assumed to have GCN presence. As agreed with Natural England, GCN have been scoped out of the EIA as National Grid are committed to the adoption of District Level Licensing (DLL) scheme for the EOS.	The Proposed Relocated Haul Route is located outside of the 250 m buffer for Waterbodies P239 and P240. The Proposed Relocated Haul Route is however located to the west of Waterbodies P238 and P237, within 250 m of the new access off the A66 Hull Road. From desk based studies, GCN are absent from P238, however both waterbodies were scoped out of further assessment in the Original ES due to the distance from the EOS as submitted. Whilst no direct effects on these waterbodies will occur, there are no significant barriers to GCN dispersal into terrestrial habitat within the Proposed Relocated Haul Route. It is a requirement that changes to the extent of land affected by the EOS after the issue of the GCN District Level Licensing Impact Assessment & Conservation Payment Certificate (refer to Appendix 7G of the Original ES, received May 2022) are communicated to Natural England during the course of the licensing process.	No change - as agreed with Natural England, GCN have been scoped out of the EIA. The proposed changes do not present a significant change that would impact the agreed licensing under the DLL scheme. National Grid is working with Natural England on the DLL process for the EOS, which is ongoing, to ensure that any design changes are taken into consideration within the DLL.
LANDSCAPE & VISUAL			
Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated/ non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	Section 3 extends approximately 25 km across parts of the Vale of York (NCA 28), the Humberhead Levels (NCA 39) and the Yorkshire Wolds (NCA27). The majority of the Zone of Influence of Section 3 does not fall within, or lie in close proximity to, any designated landscape, apart from the westernmost extent of Section 3 which includes a very a small part of the River Derwent Corridor and Lower Derwent Valley Important Landscape Area. The local landscape character context for Section 3 of the EOS comprises Flat Open Farmland, Wooded Open Farmland, Foulness Open Farmland, Open Farmland and River Corridors. No significant effects are reported in the Original ES on landscape designations as a result of the EOS.	The Proposed Relocated Haul Route east of Newsholme will not result in the EOS extending into any different designated landscape areas or landscape character areas, therefore there will be no change to the potential impact on designated or featured landscape areas or features (as reported within the Original ES).	No additional effects on landscape designations are anticipated due to the Proposed Relocated Haul Route.
Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes. The original temporary haul route presented in the Original ES is located to the east of the village Newsholme, approximately 164 m from the nearest residential properties. The nearest Representative Viewpoint Locations to Newsholme are Viewpoint 7: North Howden/Brind public right of way (PRoW) and	The Proposed Relocated Haul Route will result in a section of the working area moving approximately 91 m further from residential receptors in Newsholme village. Therefore, views of the temporary and short term construction works will be further away than with the original design as assessed within the Original ES. The proposed relocated haul route will, however, be situated approximately 110 m closer to Park House Farm, which is located approximately 200 m	No change in the significance of effects on visual receptors are anticipated as a result of the Proposed Relocated Haul Route. Despite the works being closer to the residents of Park House Farm, construction will appear in views for a temporary period of time and for a short duration. Once operational the EOS will not be visible to visual receptors as it will be installed underground, and temporary structures such a haul roads will be removed and land returned to their previous use.

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
	Viewpoint 8: Asselby PRoW which are north-east and south-west of Newsholme, respectively. Both Viewpoints were assessed in the Original ES as experiencing minor adverse (not significant) effects during construction of the EOS.	north-east of the Proposed Relocated Haul Route. Views of the temporary and short term construction works at this property will be closer than with the original design as assessed within the Original ES.	
CULTURAL HERITAGE/ ARCHAEOLOGY			
Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	There are no designated heritage or archaeological assets within proximity to the original temporary haul route as presented in the Original ES, east of Newsholme. After mitigation there are no non-designated heritage assets that would experience significant adverse effects to their setting within proximity to the original temporary haul route as presented in the Original ES. This includes Park House Farm (Reference AECOM100 on Figure 2 and in Chapter 9: Archaeology and Cultural Heritage of the Original ES), a non-designated heritage asset of low value. This is assessed as a low magnitude of impact, resulting in a negligible effect of temporary duration (not significant) during the construction period. Known non-designated archaeological assets have been identified in this section of the scheme in relation to the original temporary haul route, namely AECOM020, AECOM021 and AECOM003 (see Figure 2, and Chapter 9:Archaeology and Cultural Heritage of the Original ES for further information). The assessment of these non-designated assets within the planning application boundary has determined there would be no effect as a result of construction of the EOS, or that impacts on these assets are considered to be negligible (not significant) due to the low value of the assets.	There is no change to the proximity of designated heritage or archaeological assets in relation to the Proposed Relocated Haul Route. The Proposed Relocated Haul Route will be situated approximately 110 m closer to Park House Farm, which is located approximately 230 m north-east of the relocated haul route. The Proposed Relocated Haul Route is closer to known non-designated archaeological assets identified as MHU18167 and MHU22306. However, the relocated haul route will not transect these assets. The relocated route avoids transecting of AECOM020, while the impacts on AECOM003 and AECOM021 remain unchanged (as reported in the Original ES).	Despite being closer to the non-designated heritage asset Park House Farm, the low value of the asset and temporary duration of the effect, would result in no change to the significance of effect as reported in the Original ES. With the incorporation of appropriate mitigation measures (as detailed in Chapter 9: Archaeology and Cultural Heritage of the Original ES and Appendix A: Outline CEMP), there will be no change in the significance of effect to non-designated archaeological assets (negligible, not significant). Assets are of low value, and the Proposed Relocated Haul Route will not transect any new assets. Relevant mitigation measures include limiting stripping for haul roads and other associated works in areas where archaeology is recorded to avoid disturbance, and instead using geotextile and stone over topsoil.
TRANSPORT & ACCESS			
Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Wressle Footpath no.5 runs north-west of the EOS through Newsholme, but is not intersected by the scheme. No direct impacts on this footpath during construction are anticipated. The traffic impact significance during construction on the A63 Hull Road as a result of heavy goods vehicle (HGV) construction traffic within Section 3 of the EOS was assessed to be negligible (not significant). See Chapter 14: Traffic and Transport of the Original ES for further information.	The same impacts during construction apply to the Proposed Relocated Haul Route as those reported in the Original ES. No new routes will be affected, and the traffic data forming the basis of the assessment in the Original ES remains the same. The new bellmouth position has greater visibility splays than the original position as assumed in the Original ES. The revised access locations have been developed using the same technical principles which informed the approved access locations under the planning permission for the EOS.	No change in the significance of effects on transport and access are anticipated as a result of the Proposed Relocated Haul Route. The conclusions in Chapter 14: Traffic and Transport of the Original ES remain valid.
Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No – as detailed above.	N/A	N/A
LAND USE			
Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry/ commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure/ sports/ recreation.	Yes – agricultural land will be impacted by construction works and such works may temporary affect access and use of the land. The land impacted by construction works will be returned to its former agricultural use once construction is complete. As such, there would be no permanent impacts as a result of the EOS.	The Proposed Relocated Haul Route avoids impacts on local business. The 'need' for the planning application comes from project team engagement with affected landowners and a desire to understand and work positively and safely with their business requirements during the construction period. Moving the temporary haul route further south would allow for this objective to be met, whilst also meeting the construction requirements of the EGL2 project.	It is anticipated that the Proposed Relocated Haul Route will result in a reduction in the effect the EOS will have on land use in the area east of Newsholme, however this will not constitute a change in the significance of effect from the EOS as a whole. Further mitigation measures related to construction work near agriculture are outlined in the Original ES Outline CEMP (Appendix A: Outline CEMP) with key measures including: • Access to agricultural lands will be maintained throughout the construction process. • Damage to the agricultural capability of soils will be avoided by the use of best practice in soil • stripping, handling and storage of soil materials). • Existing field drainage systems will be re-instated to ensure that land capability is maintained and drainage related to flooding issues will not be worsened.
Are there any plans for future land uses on or around the location which could be affected by the project?	No planning submissions have been registered on the ERYC planning site pertaining to land which is already required for construction of the EOS east of Newsholme. Once operational there will be no additional land use or land take associated with the EOS.	N/A	N/A

(Part A) Screening Criteria Question	(Part B-1) Summary of effects as reported in the Original ES (as consented), and references to further information (Part B). Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A). (If answer in Part B is 'No Change', the answer to Part C is 'N/A')	(Part B-2) Summary of potential change to effects as reported in the Original ES. If applicable and/ or known, include name of feature and proximity to site.	(Part C) (only if potential change to effects reported in Part B-2) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment, these should be identified in bold.
LAND STABILITY & CLIMATE			
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No – the EOS (including the Proposed Relocated Haul Route) is not located in an area at risk to land stability issues or assessed as being at risk from climatic changes.	N/A	No.
CUMULATIVE EFFECTS			
Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	No – no significant cumulative effects are anticipated as a result of the EOS (including the Proposed Relocated Haul Route).	N/A	N/A
TRANSBOUNDARY EFFECTS			
Is the project likely to lead to transboundary effects?	No – not relevant to the EOS.	N/A	N/A

9. Outline CEMP

9.1.1 Chapter 18 of the Original ES presents the Outline Construction Environmental Management Plan (CEMP). There are no changes required to the Outline CEMP as a result of the Proposed Relocated Haul Route east of Newsholme. The Outline CEMP as submitted in the Original ES is appended to this ES Addendum (refer to Appendix A).

9.1.2 As detailed with the Table 8-1, the mitigation measures as detailed within the Outline CEMP (refer to Appendix A) will be applied to the Proposed Relocated Haul Route, where relevant.

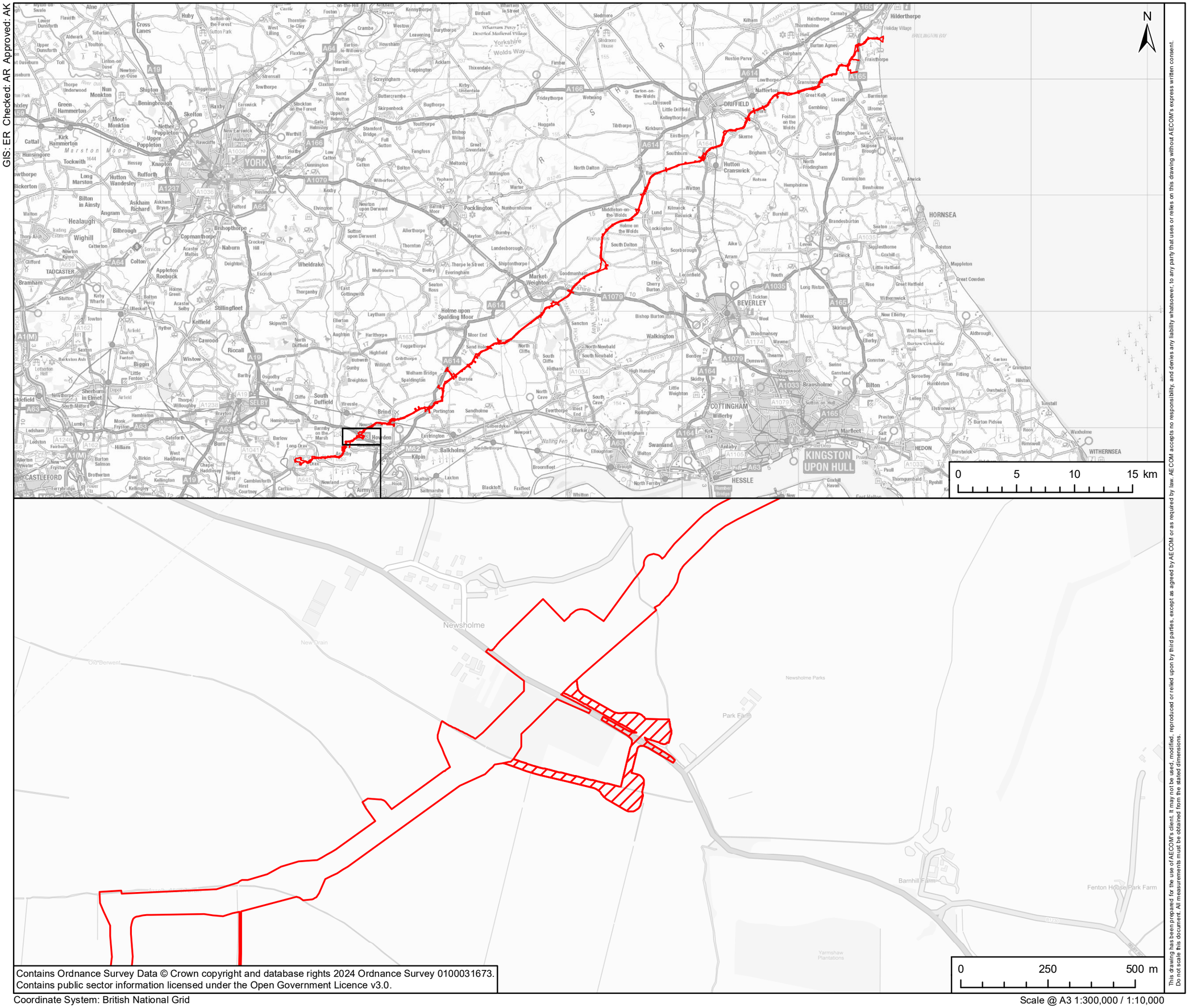
10. Summary

10.1.1 Chapter 19 of the Original ES provides a summary of the EIA undertaken for the EOS.

10.1.2 Taking into account the findings of this ES Addendum (as reported in Table 8-1), the Proposed Relocated Haul Route will not result in any new or additional significant environmental effects compared to those as reported in the Original ES. For this reason, the conclusions and findings of the Original ES remain valid.

Figures

GIS: ER Checked: AR Approved: AK



Coordinate System: British National Grid

Scale @ A3 1:300,000 / 1:10,000

nationalgrid

PROJECT

EASTERN GREEN LINK 2 - AMENDED HAUL ROUTE EAST OF NEWHOLME

KEY

- Planning Application Boundary
- Area Outside of Original Application Boundary

TITLE

Figure 1
Site Location

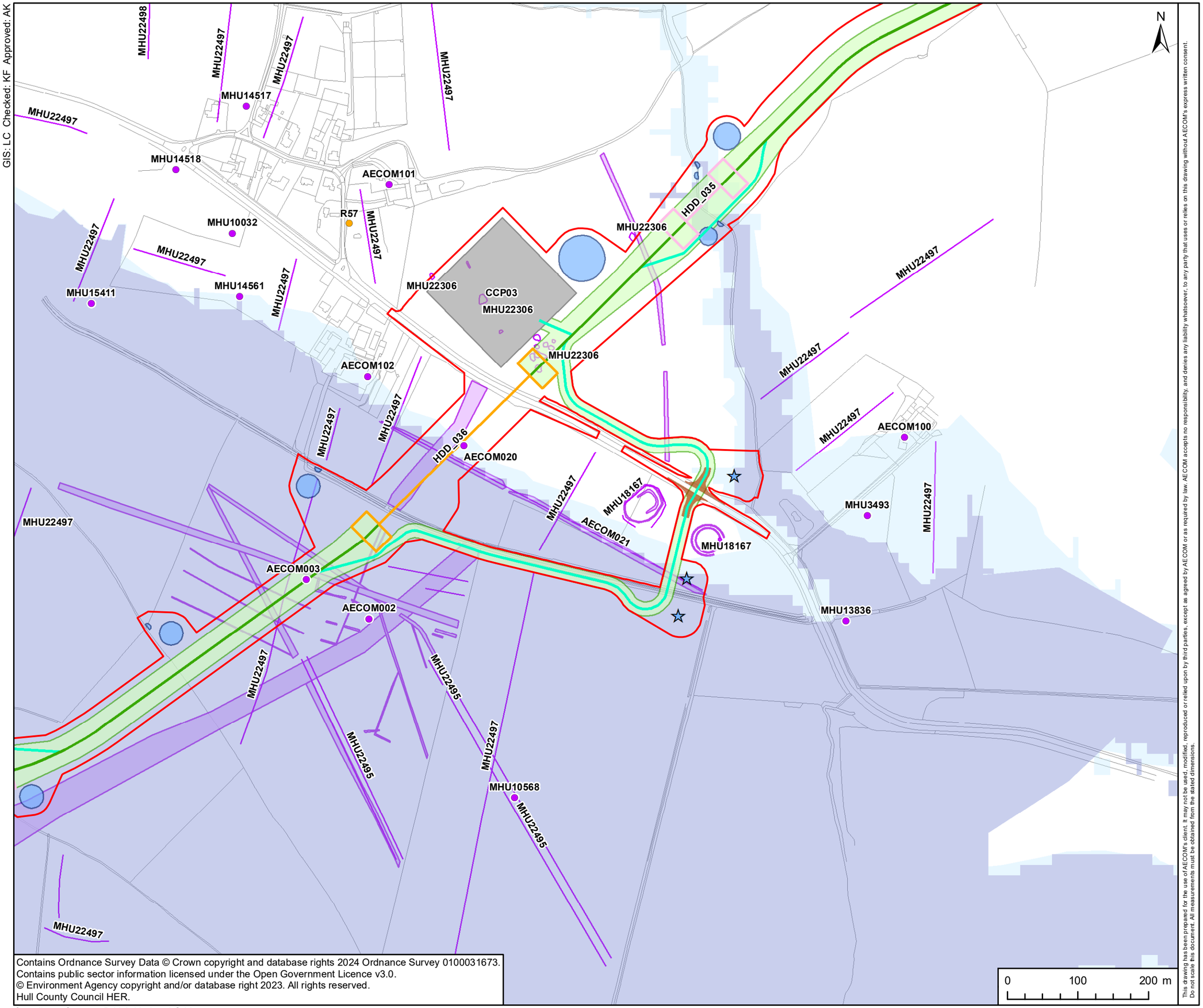
REFERENCE

SEGL2_T_ESA2_1_v1_20240304

SHEET NUMBER: 1 of 1

DATE: 04/03/2024

GIS: LC Checked: KF Approved: AK



Coordinate System: British National Grid

Scale @ A3 1:5,000

nationalgrid

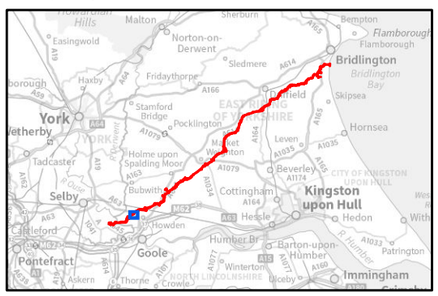
PROJECT

EASTERN GREEN LINK 2 - AMENDED HAUL ROUTE EAST OF NEWHOLME

KEY

- Planning Application Boundary
- Approximate Location of Required Temporary Attenuation Pond and Outfall (To be designed)
- HDD - Proposed
- HDD - Unless Otherwise Agreed to be Open Cut
- DC Cable Alignment – Open Cut
- Haul Road where Alignment Differs from HVDC Cables
- DC Cable Route Working Width (40m)
- Temporary Attenuation Pond and Outfall *
- Temporary Construction Compound
- Temporary Bellmouth and Visibility Splay
- Noise Receptor Location
- Non Designated Archaeology - Point
- Non Designated Archaeology - Line
- Non Designated Archaeology - Polygon
- Flood Zone 2
- Flood Zone 3

* Temporary Attenuation Pond and Outfall not to scale



TITLE

Figure 2
Environmental Constraints

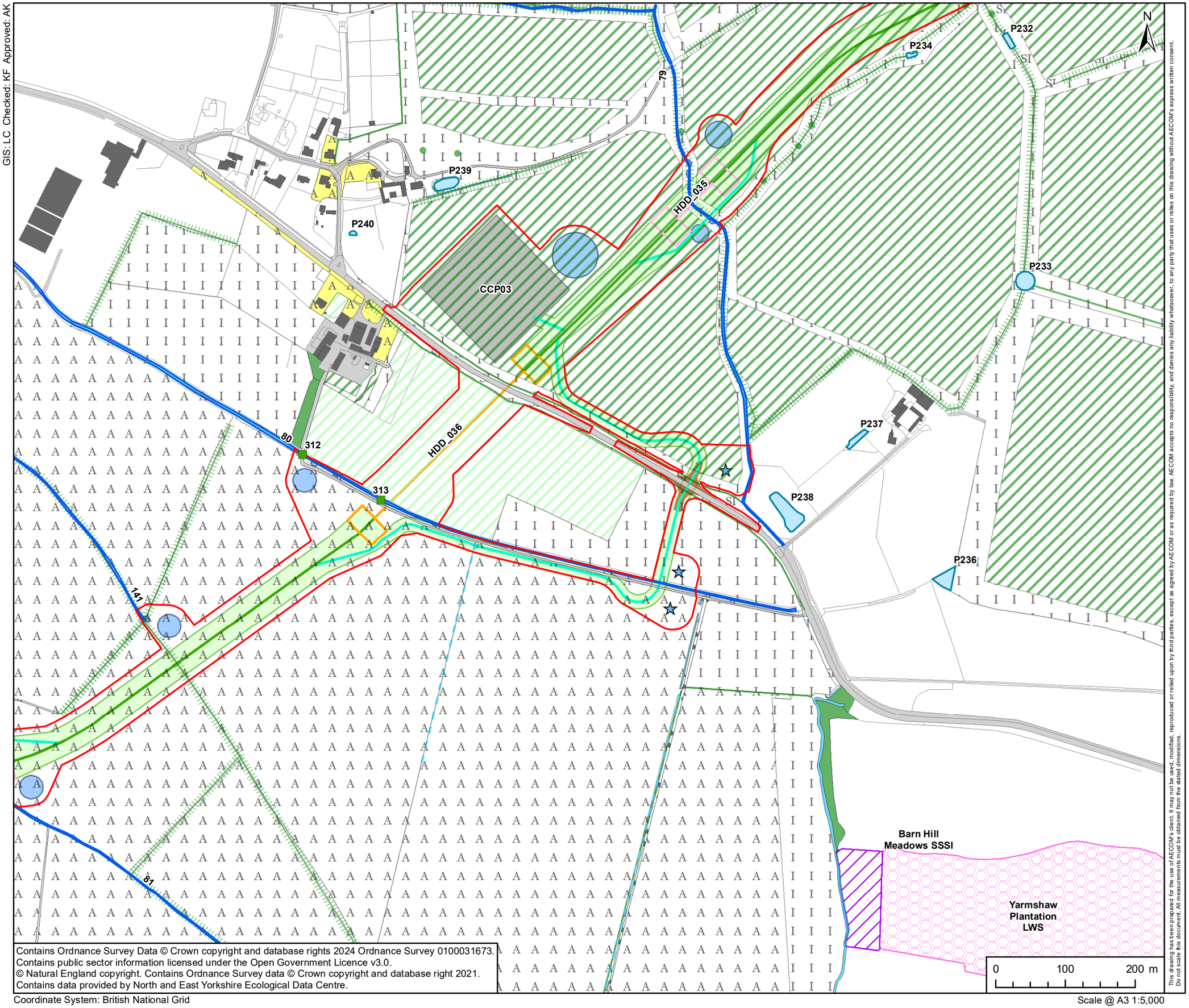
REFERENCE

SEGL2_T_ESA1_2_v1_20240304

SHEET NUMBER: 1 of 1

DATE: 04/03/2024

GIS: LC Checked: KF Approved: AK



Coordinate System: British National Grid

Scale @ A3 1:5,000

nationalgrid

PROJECT

EASTERN GREEN LINK 2 - AMENDED HAUL ROUTE EAST OF NEWHOLME

KEY

- Planning Application Boundary
- Approximate Location of Required Temporary Attenuation Pond and Outfall (To be designed)
- HDD - Proposed
- HDD - Unless Otherwise Agreed to be Open Cut
- DC Cable Alignment – Open Cut
- Haul Road where Alignment Differs from HVDC Cables
- DC Cable Route Working Width (40m)
- Temporary Attenuation Pond and Outfall *
- Temporary Construction Compound
- Temporary Bellmouth and Visibility Splay
- Watercourse
- Pond
- Site of Special Scientific Interest
- Local Wildlife Site

Structure with Bat Roost Potential

- Low

Phase 1 Habitat

- A3.1 - Broadleaved parkland/scattered trees
- J2.1.2 - Intact hedge - species-poor
- J2.3.2 - Hedge with trees - species-poor
- J2.6 - Dry ditch
- A1.1.1 - Broadleaved woodland - semi-natural
- A1.1.2 - Broadleaved woodland - plantation
- A1.2.2 - Coniferous woodland - plantation
- A1.3.2 - Mixed woodland - plantation
- A2.1 - Scrub - dense/continuous
- B4 - Improved grassland
- B6 - Poor semi-improved grassland
- G1 - Standing water
- G2 - Running water
- J1.1 - Cultivated/disturbed land - arable
- J1.2 - Cultivated/disturbed land - amenity grassland
- J3.6 - Buildings
- J4 - Bare ground
- Z99 - Hardstanding

* Temporary Attenuation Pond and Outfall not to scale

TITLE

Figure 3
Environmental Constraints - Ecology

REFERENCE

SEGL2_T_ESA1_3_v1_20240304

SHEET NUMBER: 1 of 1

DATE: 04/03/2024

Appendix A : Outline CEMP

Appended directly from the Original ES

Scotland England Green Link 2 - English Onshore Scheme

Environmental Statement: Volume 2

Chapter 18: Outline Construction Environmental Management Plan

May 2022

For: National Grid Electricity Transmission

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Tables

18. Outline Construction Environmental Management Plan

18.1 Introduction

18.1.1 Project Summary

National Grid Electricity Transmission (NGET) owns and operates the high voltage electricity transmission system in England and Wales. NGET has a statutory duty to ensure electricity is transported safely and efficiently from where it is produced to where it is needed. To meet this obligation, in collaboration with Scottish and Southern Energy Networks (SSEN) who own and operate the high-voltage electricity transmission network in northern and western Scotland, NGET is proposing the construction a new High Voltage Direct Current (HVDC) link from Peterhead in Aberdeenshire, Scotland, to Drax in North Yorkshire, England, via a subsea connection. This Outline Construction Environmental Management Plan (CEMP) relates to the English Onshore Scheme only. The English Onshore Scheme comprises the following elements:

- Transition Joint Pit (TJP) which will connect the offshore HVDC cables to the onshore cables, at a landfall located landward of the existing headland at Fraisthorpe, East Yorkshire;
- Approximately 69 km of two underground HVDC cables (and fibre optic cable(s) for performance monitoring) between the TJP and the proposed converter station immediately east of the existing Drax Power Station;
- New converter station buildings and outdoor electrical equipment together with formation of internal roads, erection of security fencing and provision of landscaping as well as the construction of a permanent access road from New Road; and
- Approximately 500 m of six underground HVAC cables connecting the new converter station to the National Electrical Transmission System (NETS) via the existing Drax 400 kilovolt (kV) Substation.

Additionally, to enable construction activities, there will be a requirement for associated temporary construction areas referred to as compounds, laydown and storage areas. These temporary construction areas are typically utilised for the storage of plant and machinery and stockpiling materials, as well as the provision of site management offices, welfare facilities for staff (kitchen facilities, storerooms, toilet facilities), parking, and plant and material storage. A summary of the construction compounds to be established for the English Onshore Scheme is provided below:

- One landfall-specific compound provided for HDD installation across the intertidal area. This area will also accommodate the TJP to join marine and terrestrial cables together;
- Three primary major cable compounds at either end of the scheme and one central location;
- 10 secondary construction compounds; and
- Four tertiary construction compounds.

18.1.2 Purpose of the Construction Environmental Management Plan

This Outline CEMP aims to ensure that any adverse effects of construction on the environment and local communities are minimised. To achieve this, the Outline CEMP establishes a framework within which the appointed Contractor (including any sub-contractors or suppliers involved in the works) will plan, implement and deliver environmental management, mitigation and monitoring requirements during the construction phase of the English Onshore Scheme. The controls and procedures contained within it are the practical means by which the mitigation commitments made in the Environmental Statement (ES) will be implemented. The objectives of these controls and procedures are:

- Provide a mechanism for ensuring that measures to mitigate potentially adverse environmental impacts are implemented;
- Ensure that environmental good practices are adopted throughout the construction of the English Onshore Scheme;

- Ensure a prompt response if any unacceptable adverse impacts are identified, with the provision of appropriate additional mitigation measures as required;
- Provide a means for mitigating impacts that may not be anticipated or become apparent until construction is underway;
- Provide assurance to consultees and other stakeholders that requirements with respect to environmental mitigation are being addressed;
- Provide a mechanism for compliance auditing to ensure mitigation measures are being effectively implemented and maintained through construction;
- Implement a policy of potential reuse of all waste with disposal off site being a last resort (aligned to the waste hierarchy; and
- Enable full compliance to be maintained with all relevant legislation.

It is intended that this Outline CEMP will be finalised by the appointed Contractor prior to the start of construction based on a detailed scheme design and construction programme. The Detailed (or construction issue) CEMP will cover all construction activities, clearly set out roles and responsibilities and provide contact details for key personnel. It is also intended that the Detailed CEMP will be a 'live' document and will be updated as and when there are changes to the project team or when additional information becomes available (for example through detailed civil design or additional data supply or surveys such as pre-construction ecological surveys). Due to the scale of the English Onshore Scheme different Contractors may be appointed to deliver different elements of the scheme, additionally the Contractor(s) are likely to produce separate detailed CEMP for the different elements of the English Onshore Scheme (for example for DC cable installation, and the converter station) to better focus of the specific environmental considerations of each element. The various CEMPs will all include the foundations of the Outline CEMP and the relevant mitigation per component in Section 18.6.

Compliance with the contents of the Detailed CEMP is therefore intended to provide a systematic approach to environmental management so that environmental risks are identified, incorporated in all decision-making and managed appropriately. Detailed construction techniques and supporting Risk Assessment Method Statements (RAMS), which will outline further mitigation requirements based on the measures discussed in the CEMP and any supporting appendices, will be produced by the Contractor.

The Detailed CEMPs will be agreed with ERYC and SDC in advance of the start of construction. As a minimum the Detailed CEMPs should be formally reviewed every six months by the project HSE team and within a week following a high potential environmental incident; and passed to NGET for approval prior to reissue.

18.1.3 Compliance with Project Environmental Management Systems (EMS) and Sustainability

NGET is committed to delivering sustainability and good environmental stewardship. In accordance with this proactive approach to sustainable design and construction, NGET and the appointed Contractor will seek to maximise resource efficiency through reducing the amount of waste generated, minimising water consumption and making the most efficient use of energy.

The carbon footprint of the English Onshore Scheme will be reduced during construction by avoiding CO_2 emissions where possible through, for example, keeping construction vehicle movements to the minimum necessary. The design of the converter station will also incorporate sustainability principals and Building Research Establishment Environmental Assessment Method (BREEAM) certification, which considers energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes. The aim is for 'Very Good' with aspiration towards CEEQUAL "Excellent" for a Whole Team Award.

NGET manages and reduces their effects on the environment via an Environmental Management System (EMS). The EMS is accredited to ISO14001:2015 and provides a framework for NGET to deliver continual environmental assessment and improvement and comply with current legislation and environmental commitments. The appointed Contractor will prepare their own Project EMS in accordance with NGET's EMS prior to construction commencing. The Project EMS is expected to be integrated into the Contractor's own EMS arrangements and will address:

- Compliance with the CEMP and any other control and management documents;
- Compliance with environmental consents and permits;
- Overall compliance with environmental legislation, approved codes of practice, British Standards and industry best practice;
- Detailed environmental management procedures to deliver the CEMP and other control and management plans including roles and responsibilities;
- Monitoring and review arrangements;
- Emergency procedures that are defined and adopted; and
- Appropriate training and information for personnel.

18.1.4 Considerate Constructors Scheme (CCS)

The English Onshore Scheme will be registered with the Considerate Constructors Scheme (CCS). CCS is a national initiative through which construction sites and companies (contractors, subcontractors and suppliers) are monitored against a Code of Considerate Practice. The Code is designed to encourage environmental and social best-practice during the construction period beyond statutory requirements.

The main areas of focus are respecting the local community, valuing the workforce and caring for the environment. In light of the size of the English Onshore Scheme, it is envisaged that there will be a minimum of two CCS audit visits.

18.1.5 Structure

This Outline CEMP is split into six sections as detailed below:

- **Section 18.1**: Introduction – provides background information about the English Onshore Scheme and an overview of the contents of this Outline CEMP;
- **Section 18.2**: Project Description – provides an overview of the proposed English Onshore Scheme including a description of construction methods;
- **Section 18.3**: Roles and Responsibilities – Sets out the roles and responsibilities of the parties involved in construction;
- **Section 18.4**: Communications, Reporting and Training – Sets out the requirements for regular communications and reporting as well as staff training;
- **Section 18.5**: Construction Environmental Management – Sets out the general requirements with respect to environmental management during construction; and
- **Section 18.6**: Specific Environmental Requirements – Sets out the specific environmental requirements identified by each topic discipline within the ES, per phase of the English Onshore Scheme.

Appendix 18A presents an indicative list of legislation that is typically applicable to the construction phase of projects, for example those relating to protected species listed under the Wildlife and Countryside Act 1981 (as amended) and invasive species listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). The list will need to be reviewed by the Contractor prior to the commencement of construction. Legislation confirmed as applicable to the English Onshore Scheme will form the basis of the legal register.

18.1.6 Other Construction Mitigation Plans

Error! Reference source not found. lists the plans and procedures that could be developed prior to construction to set out in detail the management systems and approach that will be implemented during construction to comply with the Detailed CEMP. These will be produced as part of the development of the Detailed CEMPs where relevant to the applicable component of the English Onshore Scheme (i.e. DC cable and/or the converter station).

Table 18-1: Pre-Construction Plans and Procedures

Plan / Procedure	Description
Stakeholder Communications Plan (SCP)	To be developed by the Contractor post-consent. This plan will include measures for community engagement before and during work on site.
Safety Health and Environment (SHE) Plan	To be developed by the Contractor post-consent. The plan will detail the relevant safety, health and environmental information relating to construction activities.
Site Waste Management Plan (SWMP)	To be developed by the Contractor post-consent based upon the Outline SWMP presented in **Appendix 16A** of this ES. This will set out and identify site-specific measures for the collection, segregation, treatment and disposal of waste.
Construction Traffic Management Plan (CTMP)	To be developed by the Contractor post-consent based upon the Outline CTMP presented in **Appendix 14D** of this ES. This will set out the requirements for the safe movement of project related traffic both within the site and *en route* to and from the site.
Travel Plan	Prior to the commencement of works, the Contractor will prepare a Travel Plan that supports and encourages sustainable travel by workers (public transport, cycling, walking and car-sharing).
Construction Logistics Plan	Prior to the commencement of works, the Contractor will prepare a Construction Logistics Plan to manage the sustainable delivery of goods and materials. This will be a live document and will be reviewed updated throughout the lifetime of the construction works as required.
Traffic Incident Management Plan	Prior to the commencement of works, the Contractor will prepare a Traffic Incident Management Plan. This will set out emergency response measures, including reporting requirements, in the event of a traffic accident either on site, or involving site traffic on the public highway.
Construction Route Hazard Risk Register	Prior to the commencement of works, the Contractor will produce a Construction Route Hazard Risk Register (or similar). This will identify risks and locations along with possible additional mitigation measures to be considered further during detailed design and Detailed CTMP implementation.
Abnormal Indivisible Load Report	Prior to the commencement of works, the Contractor will produce an Abnormal Indivisible Load (AIL) report to assess the transformer delivery to the converter station to demonstrate that a suitable route is available from the port of import to the proposed converter station site.
Road Condition Survey	The Contractor will carry out a Road Condition Survey (also referred to as a dilapidation survey) prior to any enabling works or construction commencing to determine the areas which require remedial works to ensure they are suitable to accommodate construction traffic associated with the English Onshore Scheme.
Soil Management Plan (SMP)	To be developed by the Contractor post-consent based upon the Outline SWMP presented in **Appendix 12B** of this ES. This plan will set out the measures to ensure the protection and sustainable management and reuse of soil resources.
Spill Response Plan	To be developed by the Contractor post-consent. This will set out emergency response measures in the event of accidental spillage or leakage.
Concrete Washout Procedure	To be developed by the Contractor post-consent. This will set out how the project will undertake concrete washout, including details of the emptying of concrete washout skips (if used) and the treatment of high pH washout water.
Incident Response Plan (IRP)	To be developed by the Contractor (in agreement with NGET) post-consent. This will set out how the project will respond to incidents including pollution events, and how these are to be reported (both internally to the project and externally). The IRP will comply with Schedule 3 Annex 2 of National Grid's Contractor Health & Safety Performance Requirements (CHSPR).
Drainage Strategy (Also commonly referred to as a Drainage Management Plan (DMP))	A detailed drainage strategy is to be developed by the Contractor. The Drainage Strategy identifies all known risks to the water environment and identifies appropriate measures to prevent pollution during construction; and to manage runoff rates. The Drainage Strategy will define the installation of pre-construction drainage measures to intercept run-off and ensure that discharge and runoff rates are controlled in quality and volume, in turn causing no degradation to water quality. This may include specific measures to be used in high-risk areas (for example construction along or across steep gradients and water course

Plan / Procedure	Description
	crossings). A phased approach may be taken to the development of the Drainage Strategy to reflect the phasing of the construction programme. The Drainage Strategy will include a Site Drainage Plan.
Surface Water Management Plan (SWaMP)	To be developed by the Contractor post-consent to define surface water management controls to mitigate the potential for watercourse pollution and environmental degradation; and to manage runoff rates. This may include specific measures to be used in high-risk areas (for example construction along or across steep gradients and water course crossings).
Hydrological Risk Assessment (HyRA)	Prior to the commencement of works, the Contractor will prepare a HyRA where the cable route passes through SPZ2 designations. The HyRA will consider potential effects on the groundwater regime as well as potential pollution risk from the construction activities. This will expand upon the preliminary HyRA presented in **Appendix 10C.** The identified mitigation requirements will be incorporated into the detailed CEMP(s).
Dewatering Scheme	If dewatering is required, a detailed dewatering scheme will be developed by the Contractor prior to construction to manage the water arising from dewatering operations and treat the water prior to controlled discharge. It is anticipated that this will form part of the detailed CEMP(s).
Construction Ecological Management Plan (CEcMP)	Prior to the commencement of works, the Contractor will prepare a Construction Ecological Management Plan (CEcMP) to prescribe the required site-specific mitigation in relation to habitats and protected species to ensure compliance with relevant legislation and best practice. It is anticipated that this will be an appendix to the Detailed CEMP(s).
Species Protection Plans (SPP) (or similar)	Prior to the commencement of works, the Contractor will prepare Species Protection Plans (SPP) (or similar) for the sensitive/protected species that may be encountered by the English Onshore Scheme (currently identified as Badger, Bats, Otter, breeding birds and Water Vole), to ensure compliance with relevant legislation and best practice. These will form part of the CEcMP.
Invasive Non-Native Species Method Statement (INNSMS)	Prior to the commencement of works, the Contractor will prepare an Invasive Non-Native Species Method Statement This plan will set out the measures which will be implemented to avoid the spread of invasive non-native species (INNS) during construction and ensure legal compliance.
Environment Agency consent application and accompanying Scheme of Ecological Mitigation and Reinstatement for works at the River Hull SSSI	Prior to construction the Contractor will prepare a consent application and accompanying Scheme of Ecological Mitigation and Reinstatement setting out the mitigation methods to be employed and a methodology for the reinstatement of bank top habitats.
Tree and Hedgerow Protection Strategy	Prior to the commencement of works, the Contractor will prepare a Tree and Hedgerow Protection Strategy. This will include a schedule of all trees and hedgerows to be removed, a schedule of all trees which require pruning coppicing or pollarding, a schedule of all trees and hedgerows to be retained including specification for temporary physical protection, including root protection areas and details of an auditable system of compliance. It will also include details of any hedgerows where a remove/store/replant methodology has been identified as appropriate through landowner consultation.
Ground Gas Risk Assessment (GGRA)	If the pre-commencement ground investigation identifies significant thicknesses of Made Ground (>3m) in the vicinity of manned buildings (i.e. the converter station), the Contractor will prepare a GGRA.
Piling Risk Assessment	Prior to the commencement of works, the Contractor will prepare a Piling Risk Assessment for locations where piled foundations are proposed (e.g., the converter station),
Generic Quantitative Risk Assessment (GQRA) (Contamination)	Prior to the commencement of works, the Contractor will prepare a Generic Quantitative Risk Assessment to identify potential risks to identified human health and groundwater receptors from soil, soil vapour and groundwater contamination. This is particularly pertinent at the proposed converter station where permanent above ground, potentially manned buildings will be present.
Remediation Strategy (Contamination)	Should the GQRA identify any soil, soil vapour or groundwater contamination risks, prior to the commencement of any remediation works the Contractor will

Plan / Procedure	Description
	prepare a Remediation Strategy. This is to be agreed with the regulatory authorities and it is expected that the Strategy would be an appendix to the detailed CEMP(s).
Materials Management Plan (MMP)	To be developed by the Contractor post-consent, where/if required. This will set out how clean excavated materials are to be managed to ensure that the quality of site-won materials is maintained so that they remain suitable for re-use and do not become contaminated; or will detail the correct management of contaminated soil materials to be removed from site.
Flood Management Plan (FMP)	To be developed by the Contractor post-consent, if required. The FMP will include details on the frequency of weather and stream flow observations, how forecasts, alert and actions will be disseminated, signage, roles and responsibilities, and emergency response procedures including detailed evacuation plan and procedures for making safe plant and equipment.
Water Efficiency Management Plan	To be developed by the Contractor post-consent. The Plan will include measures to reduce water consumption by all water-using processes, activities and equipment on site. It will also include details of staff engagement and training for relevant staff as well as setting out monitoring and reporting requirements (as per CEMP) and how these will be implemented.
Archaeological Mitigation Strategy (also known as a Written Scheme of Investigation (WSI) for archaeological mitigation)	To be developed by the Contractor post-consent to fully describe the additional mitigation measures to be implemented to protect buried archaeological features.
Landscape and Ecology Management Plan (LEMP)	Prior to the commencement of works, the Contractor will prepare a Landscape and Ecology Management Plan (LEMP) to ensure that habitats created/ enhanced for biodiversity net gain offsetting will meet the required habitat conditions; and that long-term management requirements are clearly defined.
Landscape Mitigation Plan	To be developed by the Contractor post-consent based upon the Outline Landscape Mitigation Plan presented as Figure 8-5 of the ES. The plan describes the proposed landscape planting and habitat creation/enhancement at the converter station and is also used to inform BNG.
Public Right of Way (PRoW) Management Plan	If required, a PRoW Management Plan will be developed by the Contractor post-consent to set out appropriate measures to ensure that safe accessibility to recreational routes and PRoW, is maintained throughout construction. These measures may instead be directly reported in the detailed CEMP(s).

18.2 Project Location

The English Onshore Scheme comprises the following principal elements, the locations of which are illustrated on **Figure 18-1**. Further detail regarding the description of the English Onshore Scheme including construction details is contained in **Chapter 3: Description of the English Onshore Scheme.**

As noted in 18.1.2, multiple contractors will be appointed to construct/install the different elements of the English Onshore Scheme due to the specialist electrical components required. As such, and to align to the varying risks and receptors likely to be encountered during the works for the elements, different Detailed CEMPs will be prepared as agreed between the Project and the relevant planning authority.

18.2.1.1 Landfall

The subsea cables will connect to onshore cables at a buried transition joint pit (TJP), which is located at Fraisthorpe, East Yorkshire. The TJP will be set back from the coastline, beyond the coastal erosion risk area to avoid future cable exposure and to reduce risk of exacerbating any existing erosion. The TJP is located approximately 150 m inland from the MHWS. The offshore cables will make landfall via horizontal directional drill (HDD) under the intertidal zone.

A temporary compound area (up to approximately 100 m x 100 m) will contain all necessary plant and equipment plus parking and welfare facilities required for the installation activities at the landfall location.

18.2.1.2 Underground DC Cable Route

The English Onshore Scheme comprises two underground DC cables (and fibre optic cables for performance monitoring) laid within a single trench (or where constraints dictate pulled through pre-installed ducts).

The term proposed route is used throughout this report and refers to the DC cables, trench (or installation area) and associated temporary working areas required for cable installation.

The English Onshore Scheme is split into four Route Sections as follows:

18.2.1.2.1 Route Section 1 – Landfall to Bainton

From the TJP the proposed route extends across Carnaby Moor in a westerly direction north of Fraisthorpe Wind Farm, before crossing the A165 and extending southwards across open agricultural land. The route crosses the Earl's Dyke and the Burton Agnes to Paull gas pipeline west of the A165 before continuing in a south-westerly direction.

The proposed route continues in this direction for approximately 6 km, passing the settlement of Gransmoor to the north and between the villages of Great Kelk (south of the route) and Little Kelk (north of the route). The proposed route crosses minor roads, PRoWs, smaller watercourses and unnamed drains until reaching Kelk Beck. After crossing Kelk Beck via HDD, the proposed route continues for approximately 4 km to the village of Wansford.

The proposed route runs approximately 750 m north of the village of Wansford and crosses the B1249, Driffield Canal and the River Hull between Whinhill Lock and Wansford Lock. South of this crossing the proposed route extends further westwards towards the village of Bainton crossing the Driffield to Hull railway line and the A164 whilst bypassing the villages of Skerne and Hutton Cranswick.

18.2.1.2.2 Route Section 2 – Bainton to Market Weighton

From Bainton, the proposed route extends south to Middleton-on-the-Wolds through the Yorkshire Wolds. Between Middleton-on-the-Wolds and Lund the proposed route continues south through areas of open agricultural land. The proposed route continues south to the crossing of the Wilberforce Way Long Distance Walking Route and Local Nature Reserve (LNR) (Etton-Gardham Disused Railway/Kiplingcotes Road Earthworks).

The proposed route then continues for approximately 6 km in a south-westerly direction towards the town of Market Weighton. There are crossings of the Yorkshire Wolds Way and two trunk roads, the A1079 and A1034, as the route passes Market Weighton to the south and extends into Route Section 3.

18.2.1.2.3 Route Section 3 – Market Weighton to River Ouse

Route Section 3 starts to the south of Market Weighton, and the proposed route continues south-westerly for approximately 15 km passing through agricultural land, between Holme upon Spalding Moor (north of the route) and the Tollingham industrial estate (south of the route) towards Howden. Crossings are also required of the Market Weighton Canal, River Foulness and the A614 before reaching Howden.

The proposed route extends north of Howden before extending immediately south across the Selby railway line (ensuring a right-angle crossing) to the west of the settlement. The alignment again continues to the southwest towards Asselby, extending through agricultural and plantation land and crossing the A63. The proposed route crosses Main Street to the west of Asselby village in a largely north-south direction before heading in an easterly direction to the proposed crossing point of the River Ouse and in to Route Section 4.

18.2.1.2.4 Route Section 4 – River Ouse to Drax Substation

The crossing of the River Ouse is to the south of Redhouse Lane, with the proposed route extending to the southwest to cross Main Road (through Drax) to the north of Read School. The proposed route continues west, to the south of Wren Hall, and into the proposed converter station site immediately to the east of the Drax Power Station and existing Drax 400 kV Substation.

18.2.1.3 Associated Temporary Construction Areas

Temporary construction compounds are typically utilised for the storage of plant and machinery and stockpiling materials, as well as the provision of site management offices, welfare facilities for staff (kitchen facilities, storerooms, toilet facilities), parking, and plant and material storage.

Construction of these areas will require vegetation clearance and soil removal as required. It is likely that the working surface will be formed of crushed rolled stone on a geotextile membrane over subsoil (the membrane will prevent mixing of construction materials with the underlying soil resources). The stripped topsoil will be stored on site.

A summary of the proposed temporary construction compounds is provided below:

- Landfall – specific compound (measuring approximately 1 ha (100 m x 100 m)) provided for HDD installation across the intertidal area. This area will also accommodate the Transition Joint Pit (TJP) to join marine and terrestrial cables together.
- Primary (main compound) – major cable compounds at either end of the scheme and one central location. These are approximately 2.25 ha (22,500 m^2). There are three primary compound locations on the proposed route:
  - A165 (Fraisthorpe);
  - A1034 (Market Weighton); and
  - A63 (Newsholme).
- Secondary (strategic location with good access). These are approximately 1.3 ha (13,000 m^2). There are 10 secondary compound locations on the proposed route:
  - B1249 (Wandsford);
  - Driffield Road (Skerne) (1 of 2);
  - Driffield Road (Skerne) (2 of 2);
  - A164 (Hutton) (1 of 2);
  - A164 (Hutton) (2 of 2);
  - Beverley Road (Lund);
  - Skiff Lane (Tollingham);
  - A614 east (Bursea);
  - A614 west (Portington); and
  - Redhouse Lane (Drax).

- Tertiary (satellite compound accessed from the haul road). Sized at approximately 0.5 ha (5,000 m^2) and generally located where there is flat ground and otherwise a large gap between compounds. There are four tertiary compound locations along the DC cable route:
  - Gransmoor Lane (Gransmoor Quarry);
  - Cliffe Lane (North Cliffe);
  - Unnamed road (east of Middleton on the Wolds); and
  - Unnamed road (Kiplingcotes, South Dalton).

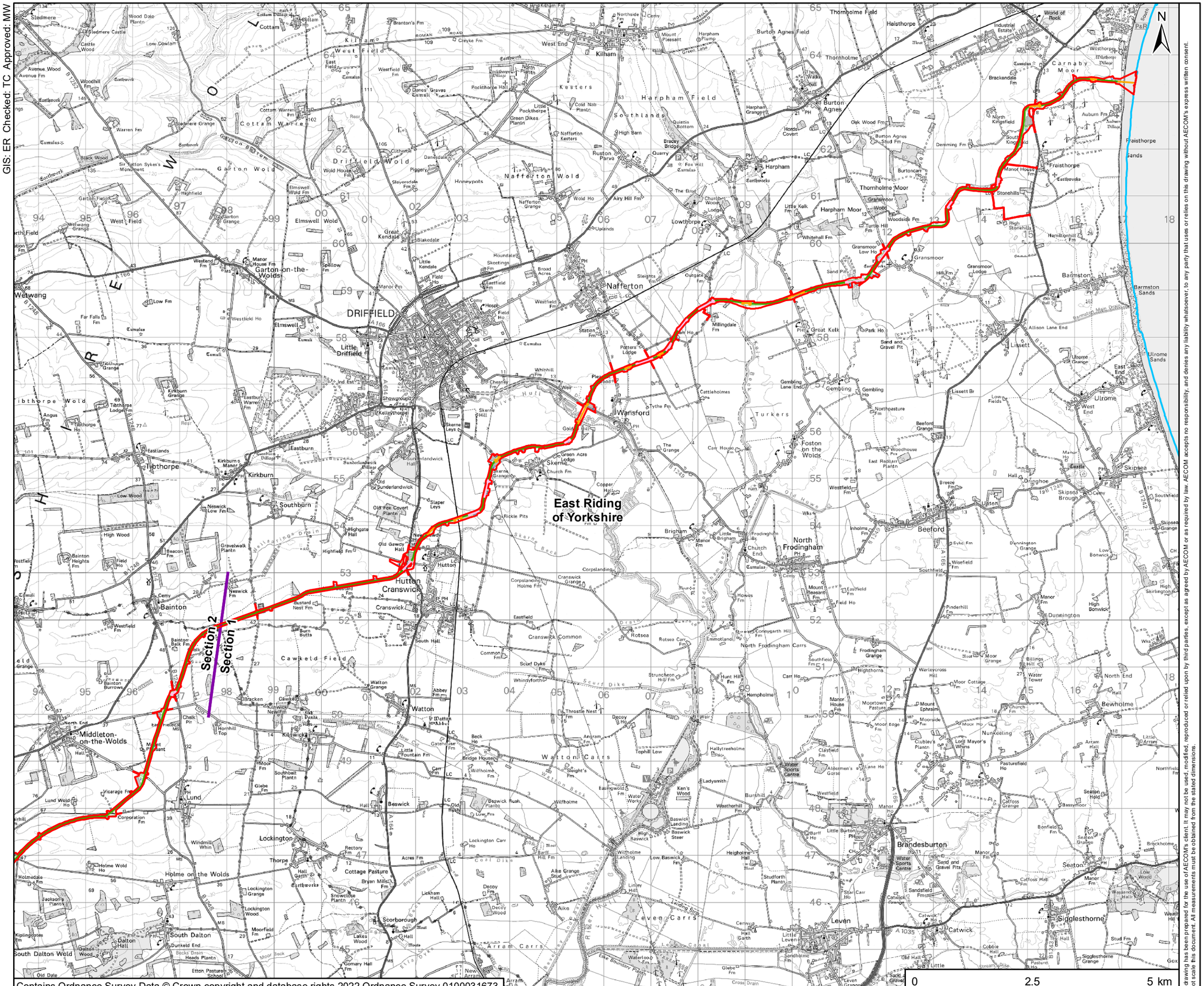
18.2.1.4 Converter Station

The proposed converter station site is located to the immediate east of the existing Drax Power Station, North Yorkshire, within an agricultural field. The site is bounded by New Road to the west, and Wren Hall Lane to the south and east. The permanent converter station will be approximately 5 ha (within the security fence line).

18.2.1.5 Underground AC Cable Route

The underground AC cables will connect the converter station to the existing 400 kV Drax substation. Six underground AC cables (two sets of three cables) will be installed utilising open cut installation methods. The AC connection will be up to 500 m in length from the converter station site, across New Road and into the Drax Substation site.

GIS: ER Checked: TC Approved: MW



Coordinate System: British National Grid

Scale @ A3 1:75,000

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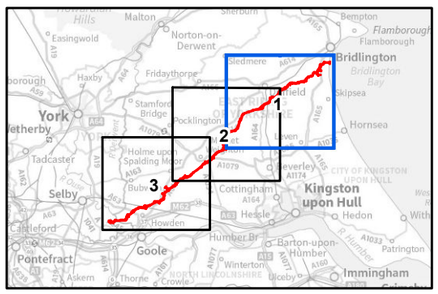
PROJECT

Scotland England Green Link 2

KEY

- Planning Application Boundary
- Route Section Break
- Mean Low Water Springs
- HDD - Proposed
- HDD - Unless Otherwise Agreed to be Open Cut
- DC Cable Alignment – Open Cut
- DC Cable Route Working Width (40m)
- Temporary Attenuation Pond and Outfall
- Temporary Construction Compound



TITLE

Figure 18-1
English Onshore Scheme Overview

REFERENCE

SEGL2_T_ES_18-1_v1_20220530

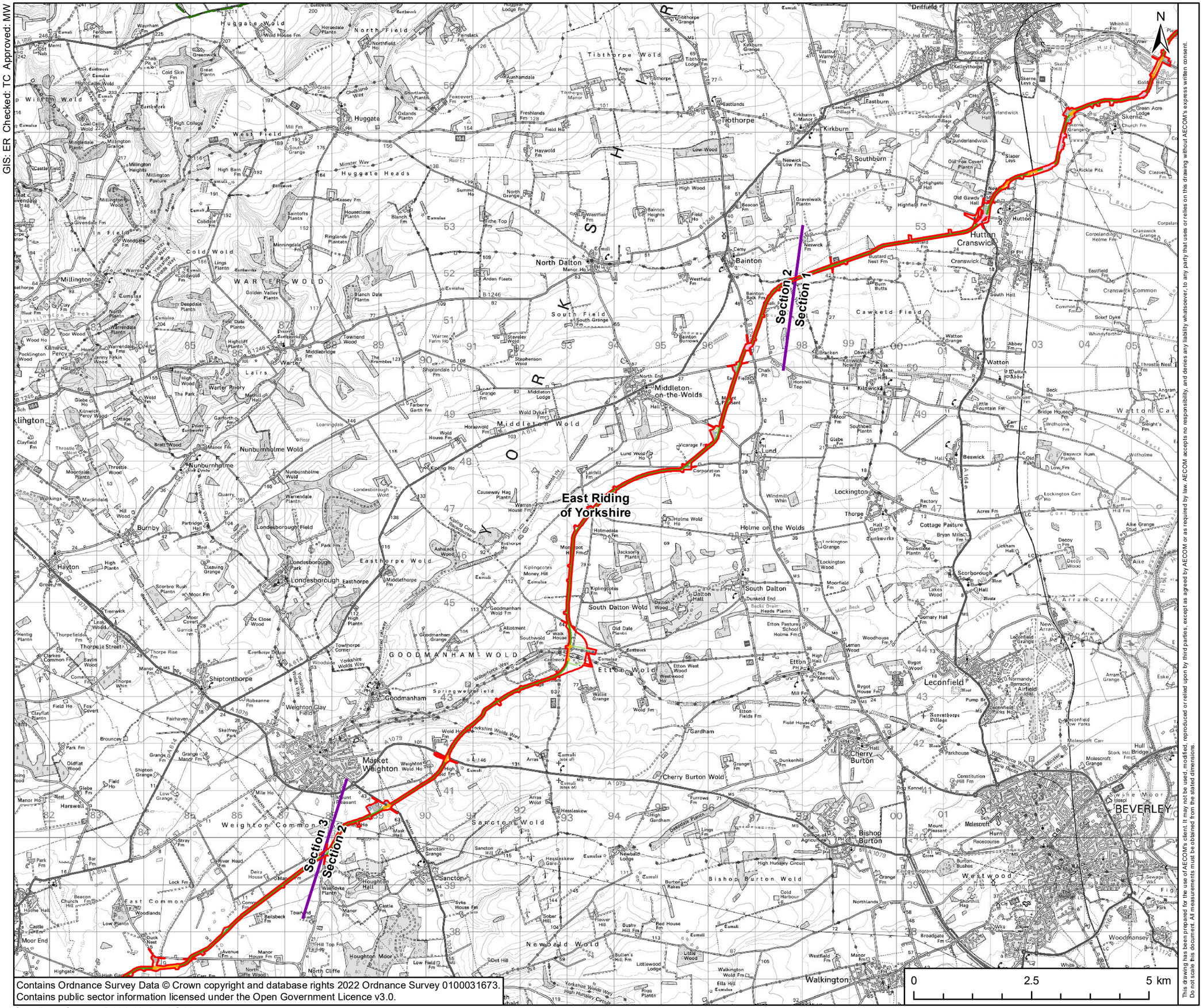
SHEET NUMBER

1 of 3

DATE

30/05/2022

GIS: ER Checked: TC Approved: MW



Coordinate System: British National Grid

Scale @ A3 1:75,000

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PROJECT

Scotland England Green Link 2

KEY

- Planning Application Boundary
- Route Section Break
- District Borough Unitary Boundary
- HDD - Proposed
- HDD - Unless Otherwise Agreed to be Open Cut
- DC Cable Alignment – Open Cut
- DC Cable Route Working Width (40m)
- Temporary Attenuation Pond and Outfall
- Temporary Construction Compound

TITLE

Figure 18-1
English Onshore Scheme Overview

REFERENCE

SEGL2_T_ES_18-1_v1_20220530

SHEET NUMBER: 2 of 3

DATE: 30/05/2022