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To: Chair & Members of the  
Planning Committee

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Monday 8<sup>th</sup> July 2024

Dear Councillor


**PLANNING COMMITTEE**

You are hereby summoned to attend a meeting of the Planning Committee of the Bolsover District Council to be held in the Council Chamber, The Arc, Clowne on Wednesday 17<sup>th</sup> July 2024 at 10:00 hours.

Register of Members' Interests - Members are reminded that a Member must within 28 days of becoming aware of any changes to their Disclosable Pecuniary Interests provide written notification to the Authority's Monitoring Officer.

You will find the contents of the agenda itemised on page 3.

Yours faithfully



Solicitor to the Council & Monitoring Officer

## **Equalities Statement**

Bolsover District Council is committed to equalities as an employer and when delivering the services it provides to all sections of the community.

The Council believes that no person should be treated unfairly and is committed to eliminating all forms of discrimination, advancing equality and fostering good relations between all groups in society.

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**PLANNING COMMITTEE  
AGENDA**

***Wednesday, 17th July, 2024 at 10:00 hours taking place in the Council Chamber,  
The Arc, Clowne***

<b>Item No.</b>		<b>Page No.(s)</b>
<b>1.</b>	<b>Apologies For Absence</b>	
<b>2.</b>	<b>Urgent Items of Business</b>	
	To note any urgent items of business which the Chairman has consented to being considered under the provisions of Section 100(B) 4(b) of the Local Government Act 1972.	
<b>3.</b>	<b>Declarations of Interest</b>	
	Members should declare the existence and nature of any Disclosable Pecuniary Interest and Non Statutory Interest as defined by the Members' Code of Conduct in respect of:	
	a) any business on the agenda	
	b) any urgent additional items to be considered	
	c) any matters arising out of those items	
	and if appropriate, withdraw from the meeting at the relevant time.	
<b>4.</b>	<b>Minutes</b>	<b>TO FOLLOW</b>
	To consider the minutes of the last meeting held on 19 <sup>th</sup> June 2024.	
<b>5.</b>	<b>6 Monthly Enforcement Report - January 2024 - June 2024</b>	4 - 11
<b>6.</b>	<b>6 Monthly Planning and Enforcement Appeal Report - January 2024 - June 2024</b>	12 - 20
<b>7.</b>	<b>Non-Statutory Stage 1 Consultation from National Grid for the Chesterfield to Willington Project</b>	21 - 54

## Bolsover District Council

### Meeting of the Planning Committee on 17th July 2024

#### 6 Monthly Enforcement Report – January 2024 – June 2024

#### Report of the Development Management and Land Charges Manager

<b>Classification</b>	This report is Public
<b>Contact Details</b>	Samantha Sidwell – Enforcement Officer  Peter Sawdon – Principal Planner  Kay Gregory – Principal Planner

#### PURPOSE/SUMMARY OF REPORT

- To update the planning committee on the service targets set out in the Local Enforcement Plan (Planning) from 1<sup>st</sup> January 2024 – 30<sup>th</sup> June 2024, as well as provide an update on ongoing historic cases.

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#### REPORT DETAILS

##### **1. Background**

1.1 The Local Enforcement Plan was adopted by the Planning Committee in 2019 and refreshed in May 2022. The Plan sets out the following service standards that officers consider are specific, measurable, achievable and realistic:

- The site of a high priority case will be visited on the same day the suspected breach of planning control has been identified wherever possible, but within one working day, and a decision on what further action is required will be taken within **24 hours** of that site visit. By way of example a high priority case includes unauthorised works to a listed building, arboriculture on protected trees or demolition in a Conservation Area.
- The site of a medium priority case will be visited within **two weeks** of identifying a suspected breach of planning control. A decision on what further action to take will be made within four weeks of that site visit. By way of example a medium priority case includes unauthorised development that contravenes planning policy, significantly impacts on local amenity or public

safety, or results in harm to the character of a Conservation Area or setting of a listed building.

- The site of a low priority case will be visited within **six weeks** of identifying a suspected breach of planning control. A decision on what further action to take will be made within six weeks of that site visit. By way of example a low priority case includes unauthorised householder development, running small businesses from residential properties, unauthorised advertisements, and untidy land and buildings.

1.2 These service standards have been designed to facilitate prompt investigation of suspected breaches of planning control and encourage making timely decisions on how to progress individual cases, while allowing for best direction of resource given the limited resource available.

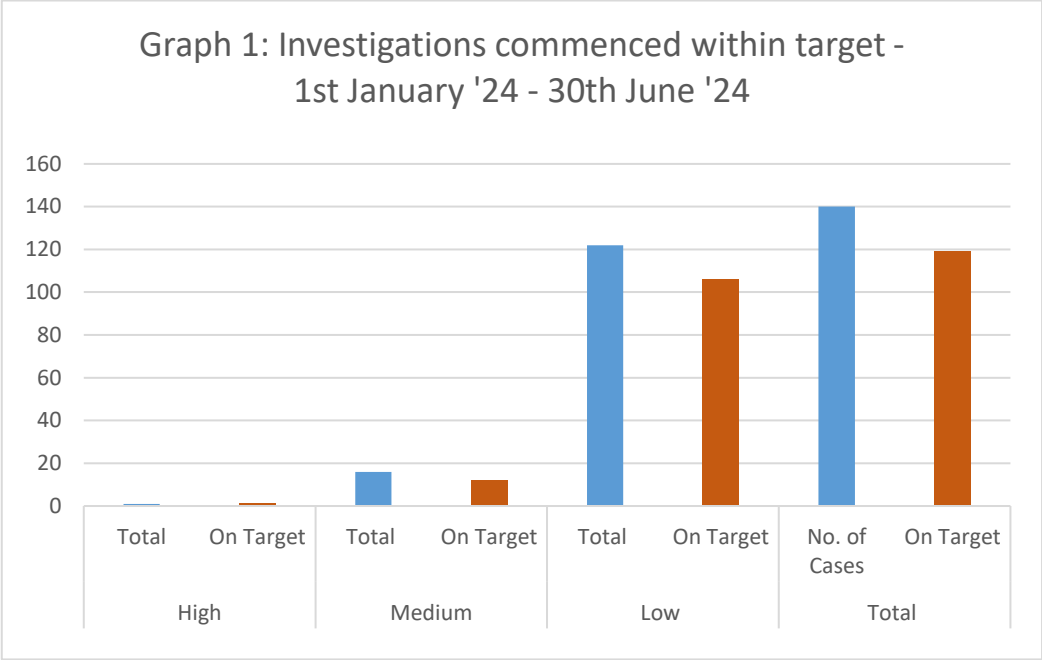
1.3 The purpose of this report is to update the planning committee with regard to the enforcement enquiries that have been received and have been progressed during the period January 2024 – June 2024 inclusive and provide an update on ongoing historic cases.

## **2. Performance**

2.1 During the period 1<sup>st</sup> January 2024 – 30<sup>th</sup> June 2024, 140 unauthorised activity enquiries were received; up 27% on the previous 6 months review period. Out of these, 2 were considered high priority, 16 medium priority and 122 low priority cases. As a total, 85% of cases began investigation within the target time. This slight downturn in performance is reflective of a reduction in staffing within the planning enforcement team over the review period.

2.2 The 2 no. high priority cases have been resolved. Investigations were carried out within one working day and two working days of receipt. Out of the 16 medium priority cases, 8 are currently pending consideration and 8 have been closed. Investigations began on 12 out of the 16 cases within two weeks (75%). Out of the 122 low priority cases, 50 are currently pending consideration and 72 have been closed. Investigations were carried out on 106 out of the 122 cases within six weeks (87%).

2.5 Graph 1 below shows the number of cases commenced within target per priority and as a total:



2.6 Following the resignation of the Principal Planning Enforcement Officer on the 18<sup>th</sup> April 2024 and difficulties recruiting into this position, a decision was taken to recycle this post and recruit an additional Principal Planner who, with the other Principal Planners within the development management team would be able to take a lead on planning enforcement cases requiring formal action to be taken. This will ensure greater resilience within the team and a renewed focus on planning enforcement work and service delivery going forward.

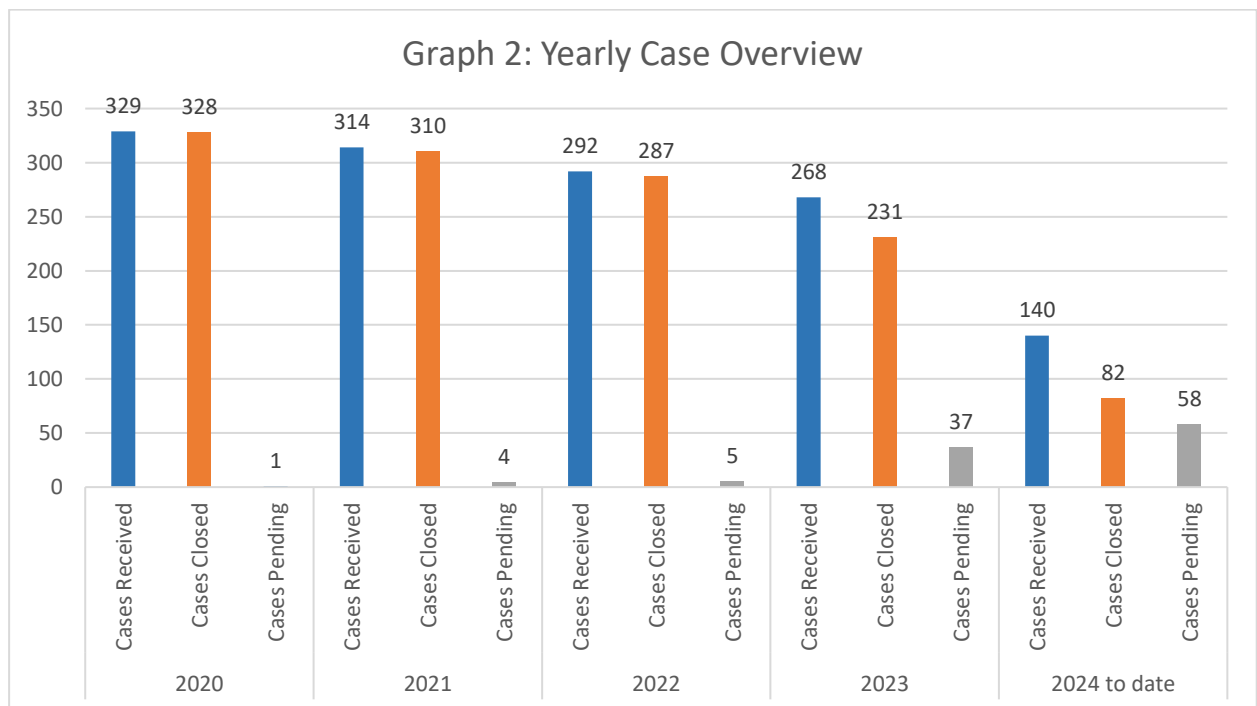
2.7 In order to manage workflow within the development management team the department has invested in and is committed to developing its case management software to allocate and distribute workload to effectively manage cases and achieve high performance against performance standards in the Local Enforcement Plan, greater accountability and positive outcomes in respect of breaches of planning control requiring formal action to be taken.

2.8 The current Planning Enforcement Officer has worked extremely hard to maintain service delivery and good performance, despite the service operating at 50% capacity in terms of staffing for the majority of the review period. Progress has also been made on progressing and resolving long standing planning enforcement cases. The development management service reported in the last monthly enforcement report that the oldest enforcement case dated back to 2015 (Case ref. E15/232 – Stables at Barlborough). This case was closed on the 16<sup>th</sup> May 2024 following the demolition of the unauthorised building and compliance with the Enforcement Notice dated 27<sup>th</sup> January 2017.

2.9 The development management team have also closed enforcement case ref. E19/371 (engineering works at Stainsby Common), following the successful prosecution of the site owner for failing to return a Planning Contravention Notice

on the 7<sup>th</sup> September 2023. A review of the breach was undertaken and it was determined that it was not expedient to pursue the matter further through the taking of formal planning enforcement action based on the level of harm to the environment and consideration against the relevant provisions of the development plan.

- 2.10 Planning Enforcement case ref. E20/271 has also been closed on the basis that it was not considered expedient to pursue the breach (non-compliance with approved plans and the untidy nature of the site) any further through the taking of formal enforcement action. Where the breach is acceptable on its planning merits and formal enforcement action would solely be to regularise the development, this is a circumstance where formal action should not be taken. The changes to the building were not considered to be significant in terms of their impact on the character and appearance of the building and its surroundings and the site was not considered to be untidy to the extent that it was sufficiently harmful to amenity to warrant the service of a s215 notice.
- 2.11 Following the grant of planning permission 24/00082/FUL on the 20<sup>th</sup> June 2024 for the retention of a caravan as residential accommodation at New Farm, Newboundmill Lane, Pleasley enforcement case ref. E20/23 has been closed. This leaves only one outstanding unauthorised activity enquiry case received during 2020. This case (ref. E20/014) at Hyndley Road, Bolsover is proceeding to resolution through the receipt of an application and ongoing negotiations with the site owner.
- 2.12 Graph 2 below shows the number of cases still pending consideration broken down per year starting from 2020 (as no historic cases are pending consideration before this year).



2.13 Graph 2 shows indicates that significant progress has been made on resolving historic cases, with some positive outcomes to note from paragraphs 2.8 to 2.11.

2.14 During the review period (January – June 2024) the development management Team have served 4 no. enforcement notices and 1 no. listed building enforcement notice. The details of these notices are set out in the table below:

Table 1: Enforcement Notices Served over the review period – January – June 2024

<b>Reference</b>	<b>Location</b>	<b>Type and Date of Notice</b>
E23/050  Low Priority	67 Chatsworth Road, Creswell  Change of use of land to garden and erection of fence	Enforcement Notice  31.01.2024
E21/258  Low Priority	Land South Of Pasture Lane, Hilcote  Use of storage container as a dwelling	Enforcement Notice  19.03.2024
E23/266  High Priority	3 Park Street, Barlborough  Unauthorised installation of replacement windows	Listed Building Enforcement Notice  10.04.2024
E22/169  Low Priority	Land South West Beaumont Cottage, Hilcote Lane, Hilcote  Change of use of land from agricultural use to a dog training and exercise facility (sui generis) and the siting of an associated caravan and unauthorised building and operational development comprising the erection of associated 1.8m high metal perimeter fencing and timber storage buildings	Enforcement Notice  19.04.2024
E22/200  Low Priority	3 Rockley Cottages, Stony Houghton  Unauthorised building operations comprising	Enforcement Notice  21.05.2024



	the erection of kennels and storage buildings and material change of land from agricultural use to storage use (sui generis)	
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2.9 The above table indicates high performance in respect of formal enforcement action taken over the review period, through the serving of enforcement notices.

### 3. **Recommendation**

3.1 Officers consider that the Local Enforcement Plan continues to be working well, insofar as it continues to allow the enforcement team to ensure that breaches of planning control are dealt with effectively and in a transparent way. It also continues to help officers manage expectations by referring people to the formally adopted process and standards. It is considered that the enforcement service is performing well against the standards set with regard to promptly visiting sites where cases have been reported to the Planning Service and making first contact with the suspected offender. This is due in a large part to the existing Planning Enforcement Officer, who has continued to deliver against service plan standards despite operating without a Principal Planning Enforcement Officer in post. The resignation of the Principal Planning Enforcement Officer and appointment of a new principal planner presents an opportunity to review service delivery. The investment in and development of the departments case management software to allocate and share workload to effectively manage cases and achieve high performance against performance standards in the Local Enforcement Plan and positive outcomes in respect of breaches of planning control requiring formal action to be taken will provide a renewed focus and structure to planning enforcement work. The involvement of a wider pool of officers in this work should also improve resilience and help increase productivity and performance going forward.

3.2 It is recommended that this report is noted, and further monitoring reports continue to be submitted to the Planning Committee on a half-yearly basis to allow members to retain appropriate oversight of these issues and the effectiveness of the Council's planning enforcement function.

### 4. **Alternative Options and Reasons for Rejection**

4.1 Members of the Planning Committee have oversight of planning enforcement and it is considered appropriate to report on performance against the Local Enforcement Plan and highlight issues within planning enforcement on a regular basis. Therefore, options other than producing this type of report for Members on a half-yearly basis have not been considered in any detail.

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**RECOMMENDATION(S)**

1. This report is noted.
2. The Planning department’s performance against the Service Standards in the Local Enforcement Plan and updates on planning enforcement continue to be reported to Planning Committee on a half-yearly basis.

**IMPLICATIONS:**

**Finance and Risk:**            Yes             No

**Details:**

There are no significant cost implications involved with reporting performance against the Local Enforcement Plan but as noted below, this monitoring report may give rise to further consideration of the resources required by the enforcement team to work effectively.

On behalf of the Section 151 Officer

**Legal (including Data Protection):**            Yes             No

**Details:**

Producing this type of monitoring report is consistent with advice in the Local Enforcement Plan that says the Plan will be monitored and reviewed to ensure it remains consistent with case law and/or any subsequent changes in national guidance or legislation and continues to enable planning enforcement to be carried out effectively within the District. However, there is no legal requirement to produce a monitoring report.

The above report does not contain any personal data.

Where the case is still pending consideration, the property address has been anonymised to provide a reasonable amount of privacy for the landowners involved. Where the property is subject to formal action, the presence of an Enforcement Notice is a matter of public record, and that information is publicly available.

Therefore, the way property addresses have been reported in the above report is considered to be consistent with the key principles in the GDPR.

On behalf of the Solicitor to the Council

**Staffing:**            Yes             No

**Details:**

The adoption of a Local Enforcement Plan should help officers make the most efficient and effective use of resources by setting clear priorities and establishing a clear framework to work within. However, monitoring progress against service standards in the Plan may identify that additional resource is needed to enable planning enforcement to be carried out effectively within the District.

On behalf of the Head of Paid Service

## DECISION INFORMATION

<p><b>Is the decision a Key Decision?</b>          A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds:</p> <p><b>BDC:</b>          Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/></p> <p><b>NEDDC:</b>          Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i></p>	<p>No</p>
<p><b>Is the decision subject to Call-In?</b>          (Only Key Decisions are subject to Call-In)</p>	<p>No</p>

<p><b>District Wards Significantly Affected</b></p>	<p>All</p>
<p><b>Consultation:</b>          Leader / Deputy Leader <input type="checkbox"/> Cabinet / Executive <input type="checkbox"/>          SAMT <input type="checkbox"/> Relevant Service Manager <input checked="" type="checkbox"/>          Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/></p>	<p>Details:</p>

DOCUMENT INFORMATION	
Appendix No	Title
N/A	



## Bolsover District Council

### Meeting of the Planning Committee on 17th July 2024

#### 6 Monthly Planning and Enforcement Appeal Report – January 2024 – June 2024

#### Report of the Development Management and Land Charges Manager

<b>Classification</b>	This report is Public
<b>Contact Officers</b>	Chris Whitmore – Development Management and Land Charges Manager  Karen Wake - Planner

#### PURPOSE/SUMMARY OF REPORT

- To report performance against the government’s quality of decision making targets.
- To report any issues or lessons learnt from the appeal decisions.

#### REPORT DETAILS

##### **1. Background**

- 1.1 In November 2016 (updated October 2022) The Department for Communities and Local Government produced guidance entitled “Improving Planning Performance which included guidance on speed of Planning decisions and Quality of Planning Decisions. This report relates to the quality of decision making targets.
- 1.2 The measure to be used is the percentage of the total number of decisions made by the authority on applications that are then subsequently overturned at appeal.
- 1.3 The threshold or designation on applications for both major and non-major development, above which a local planning authority is eligible for designation, is **10 per cent** of an authority’s total number of decisions on applications made during the assessment period being overturned at appeal. The assessment period is two years up to and including the most recent quarter for which data on planning application decisions are available at the time of designation, once the nine months to be allowed for beyond the end of the assessment period is taken into account.
- 1.4 During the 6-month monitoring period; Jan-June 2022 the council had no appeals on major planning application decisions. The council had only one appeal on non-

major applications. This appeal was dismissed. No decision was overturned within that period. During the July-Dec 2022 monitoring period the council had no appeals on major planning applications determined. The council had two appeal decisions on non-major applications. One of these appeals was dismissed, the other was allowed. However, this only equated to 0.53% of the number of non-major application decisions within that period. During the Jan-June 2023 monitoring period the council had no appeals on major planning applications decisions. The council had three appeal decisions on non-major applications. Two appeals were allowed, and one was dismissed. Only 33% of appeals determined within this period were allowed, however this only equated to 1.14% of the total number of non-major applications decisions that were overturned within that period. During the July-Dec 2023 monitoring period the council had no appeals on major planning applications and three appeal decisions on non-major applications. Two of these appeals was dismissed and one was allowed. The appeal which was allowed was refused by Planning Committee, contrary to the officer recommendation. However, this only equated to 0.57% of the total number of non-major applications determined within that period.

- 1.5 The latest monitoring period was Jan-June 2024. During this period the council had no appeals on major planning applications and three appeal decisions on non-major planning applications. All three of these appeals were dismissed. The council therefore had no decisions overturned at appeal within that period.
- 1.6 Having regard to quality of decisions designation criteria during the assessment period (i.e. two years up to and including the most recent quarter for which data on planning application decisions are available at the time of designation) for both major and non-major development, no major application decisions have been overturned at appeal and less than 1% of non-major development decisions made have been overturned at appeal. This indicates that the quality of decision making is high.

## **2. Conclusions and Reasons for Recommendation**

- 2.1 During the latest monitoring period there were only three appeal decisions on non-major applications. No decisions have been overturned at appeal and the council therefore continues to exceed national appeal decision targets.
- 2.2 The Council received one appeal decision relating to the service of an enforcement notice, where the appeal was dismissed and the terms of the Enforcement Notice upheld. The performance of Local Authorities in relation to the outcome of enforcement appeals is not measured in the same way as s78 planning appeals. However, it is considered useful to report on enforcement appeals within the same time period to highlight any issues and address any lessons learnt from these decisions.
- 2.3 The lack of appeals against planning decisions indicates current decision making is sound.
- 2.4 When/if appeals are lost the reporting of decisions provides an opportunity to learn from these decisions. A full summary of the decisions made is provided at appendix 1 and 2.

### 3. Alternative Options and Reasons for Rejection

- 3.1 An alternative option would be to not publish appeal decisions to members. It is however considered useful to report decisions due to the threat of intervention if the council does not meet the nationally set targets. Members of Planning Committee should understand the soundness of decision making and soundness of Planning Policies.
- 3.2 In the June 2021 internal audit, the process of reporting appeal decisions to Planning Committee and reflecting on decisions taken was reported. The process supported the Planning Department achieving 'substantial' reassurance in the latest internal audit of 'Planning Processes and Appeals'.
- 

### RECOMMENDATION(S)

1. This report is noted.
2. Recommend appeal decisions continue to be reported to Committee members every 6 months.

#### IMPLICATIONS:

**Finance and Risk:**            Yes             No

**Details:**

Costs can be awarded against the council if an appeal is lost and the council has acted unreasonably

The council can be put into special measures if it does not meet its targets  
On behalf of the Section 151 Officer

**Legal (including Data Protection):**            Yes             No

**Details:**

Appeal documents are publicly available to view online. Responsibility for data beyond information held in the planning register is PINS during the appeal process. Decisions are open to challenge but only on procedural matters.

On behalf of the Solicitor to the Council

**Staffing:**            Yes             No

**Details:**

Factored into normal officer workload and if original application report is thorough it reduces the additional work created by a written representations appeal. Additional workload created if the appeal is a hearing or public inquiry.

On behalf of the Head of Paid Service

## DECISION INFORMATION

<p><b>Is the decision a Key Decision?</b>  A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds:</p> <p><b>BDC:</b>  Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/></p> <p><b>NEDDC:</b>  Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/></p> <p><input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i></p>	<p>No</p>
<p><b>Is the decision subject to Call-In?</b>  <i>(Only Key Decisions are subject to Call-In)</i></p>	<p>No</p>

<p><b>District Wards Significantly Affected</b></p>	<p>All</p>
<p><b>Consultation:</b>  Leader / Deputy Leader <input type="checkbox"/> Cabinet / Executive <input type="checkbox"/>  SAMT <input type="checkbox"/> Relevant Service Manager <input checked="" type="checkbox"/>  Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/></p>	<p>Details:</p>

DOCUMENT INFORMATION	
<p>Appendix No 1</p>	<p>Title: S78 Planning Appeal Decisions Period January 2024 – June 2024</p>
<p>Appendix No. 2</p>	<p>Title: S78 Enforcement Appeal Decisions Period January 2024 – June 2024</p>

## Appendix 1: Planning Appeal Decisions Period January 2024 – June 2024

### Appeal Ref: APP/R1010/D/23/3327757 The Granary, Stony Houghton, Derbyshire NG19 8UH

The planning application was for a single storey extension to the rear of the existing dwelling. The existing dwelling is a converted barn within the Conservation Area. The application was refused.

#### Main Issues

The main issue in this case was:

- The effect of the proposed development on the character and appearance of Stony Houghton Conservation Area and The Granary, which is a non-designated heritage asset (NDHA.)

#### Conclusion

The Inspector acknowledged that The Granary formed part of a converted, former agricultural building, with a plan form and shape typical of the Conservation Area and it formed part of the rural agricultural character of the Conservation Area.

The Inspector considered that at present the careful residential conversion of the agricultural building, of which The Granary forms a part, had retained much of its agrarian character. The proposed single storey extension would be a clear residential addition which would overtly domesticate the building and harmfully erode its agricultural character and appearance. This harm would be readily visible in the open views of the building from adjacent public footpaths and as a result, the proposal would have a detrimental adverse effect on the character and appearance of the building and the Conservation Area as a whole.

The Inspector considered that the harm caused by the proposed development to the significance of Stony Houghton Conservation Area would be less than substantial. In such circumstances, the harm that would be caused should be weighed against the public benefits of the proposal. In relation to NDHAs, such as The Granary, a balanced judgment was required having regard to the scale of any harm and the significance of the heritage asset. The Inspector attached considerable importance and weight to the harm that would be caused to the significance of Stony Houghton Conservation Area and attached limited weight to the public benefits of the scheme.

The Inspector concluded is that the public benefits did not outweigh the harm that would be caused to Stony Houghton Conservation Area and that the harm and loss of significance that would be caused to The Granary as a NDHA would be material and would not be outweighed by the benefits of the proposal. The proposal would therefore harm the significance of a Conservation Area and a NDHA, contrary to policies SC2, SC16 and SC21 of the Local Plan.

The appeal was dismissed.

#### Recommendations

None



The decision was made in accordance with Local plan policies. The Inspector agreed with the interpretation of these policies and that the Local Plan policies relating to conversions of buildings in the countryside, development in Conservation Areas and development impacting on Non-designated heritage assets are in line with the NPPF.

**APP/R1010/D/24/3340677: 30 Church Street, South Normanton, DE55 2BT**

The application was for a vehicular access and hardstanding. The application was refused.

Main Issues

The main issue for consideration was the effect of the proposal on highway safety.

Conclusion

The proposal would create a vehicular crossing and parking for two vehicles at right angles to the road. Drivers would have to manoeuvre on Church Street to enter and leave the parking spaces. There would not be the possibility of drivers entering and also leaving in forward gear. The Highway Authority (HA) requires sight lines of 2.4m x 43 metres over highway land or land within the appellant's ownership for a new vehicular access to a classified road where there is a speed limit of 30mph. The sight lines at this site only extend to 15 metres in either direction.

The Inspector concluded that, the provision of off-road parking would reduce on-road parking, to the benefit of traffic flow, however, this did not overcome the concern regarding drivers having to manoeuvre on the highway to gain access to and from the proposed spaces. Therefore, the proposed development would not accord with policy ITCR11 of the Bolsover District Local Plan 2020 which, amongst other things, requires parking to be created in a safe environment, avoiding conflicts with other road users including pedestrians and cyclists.

The appeal was dismissed.

Recommendation

None

The decision was made in accordance with Local plan policies. The Inspector agreed with the interpretation of these policies and that the existing policy relating to parking and highway safety is in line with the NPPF.

**Appeal Ref: APP/R1010/W/24/3338461: 67 Chatsworth Road, Cresswell, S80 4LH**

The application was a retrospective application for the change of use of land from communal open space to domestic garden and the enclosure of that land with a fence.

The application was refused.

Main Issues

The main issues for consideration were the effect of the development on:

- the designated Green Space
- the character and appearance of the area
- biodiversity.

## Conclusion

### Green space

The Inspector agreed that the site falls within designated Green Space and hence is protected under policy ITCR6 of the adopted Local Plan for Bolsover District (LP.) The Inspector concluded that the development did not accord with policy ITCR6 of the LP in so far that it has resulted in the loss of part of an existing Green Space and no replacement facility has been provided.

In reaching this conclusion, the Inspector also gave consideration to the fact that the land was also part of a multi-user trail network as protected under policy ITCR2 of the LP. While the multi-user trail could still be used, the Inspector concluded that it was clear that prior to the breach of planning control taking place, the appeal site had a greener and more undeveloped appearance as part of the linear Green Space and provided a visually attractive connection into the countryside for leisure purposes. The Inspector considered that prior to the unauthorised development taking place, the land provided a pleasing undeveloped green buffer between the footpath and the residential development beyond. Furthermore, there was a distinctive consistency to the width of the Green Space in this location.

The Inspector concluded that prior to the breach of planning control taking place, the appeal site had distinctive public benefits as outlined above and therefore the breach of planning control is not of *'greater overall benefit to the local community'* than use of the land as Green Space and on that basis the development did not accord with policy ITCR6 of the LP.

### Character and appearance of the area

The Inspector considered that prior to the breach of planning control taking place, the land was part of designated Green Space and was experienced as being integral to the undeveloped and landscaped strip alongside the footpath. The use of the land as an extended domestic garden, facilitated by way of the erection of a wooden fence, unacceptably departed from the green and undeveloped nature of the Green Space and was seen as an ad-hoc and incongruous addition which failed to maintain the otherwise mainly straight and verdant edge that prevailed to the rear boundaries of the properties on Chatsworth Road.

The Inspector concluded that the development had the effect of urbanising what was otherwise a green space between housing areas and as such significant harm had been caused to the distinctive character and appearance of the locality. The new planting the appellant had put in was not mature and did not fully screen the imposing fencing. He therefore concluded that the development did not accord with the design, character, and appearance requirements of policies SC2 and SC3 of the LP and chapter 12 of the National Planning Policy Framework 2023 (the Framework).

### Biodiversity

The Inspector considered that there was no evidence that the development had caused harm to any protected species, but trees and scrub were removed to facilitate the unauthorised development. And it is likely that this would have had some biodiversity value. The appellant has planted additional trees following the breach of planning control occurring, however, the appellant had not provided baseline biodiversity information as part of the appeal and therefore it could not be ascertained whether the landscaping undertaken was sufficient to meet the requirements of policy SC9 of the LP which requires development proposals to conserve and enhance biodiversity. As part of this process, policy SC9 requires *'adequate and proportionate information to enable a proper assessment of the implications for biodiversity'*. The Inspector considered this had not been provided as part of this appeal and concluded that the development does not accord with the

biodiversity requirements of policy SC9 of the LP.

#### Other Issues

The appellant considered that enclosing the land as part of an enlarged garden had improved its appearance and minimised potential anti-social and criminal activities. The Inspector gave the reduction in anti-social and criminal activities positive weight in the overall planning balance. However, CCTV had recently been installed by the appellant and this CCTV may be able to mitigate possible anti-social activity and/or by providing other deterrents such as security lights and/or additional or different landscaping within original garden land. It need not necessarily be the case that enclosing the land with a fence and using it for private domestic garden purposes was the only way of dealing with anti-social or criminal activities.

The Inspector concluded that whilst the evidence indicated that the development had to some extent mitigated the effects of some anti-social activities, this did not carry sufficient weight to outweigh the harm caused in terms of the conflict with policy ITCR6 of the LP, the significant harm caused to the character and appearance of the area, and the conflict with the biodiversity requirements of policy SC9 of the LP.

The appeal was dismissed.

#### Recommendation

None

The decision was made in accordance with Local plan policies. The Inspector agreed with the interpretation of these policies and that the existing policies relating to protection of allocated green spaces, multi-user trails and biodiversity are in line with the NPPF.

## Appendix 2: Enforcement Appeal Decisions Period January 2024 – June 2024

### Appeal A Ref: APP/R1010/C/24/3338466 & Appeal B Ref: APP/R1010/C/24/3338467 Land at 67 Chatsworth Road, Creswell, Worksop S80 4LH

An appeal was submitted against an enforcement notice issued by the council requiring the unauthorised use of land as a garden to cease and the land to be returned to open space, for the removal of the unauthorised fence and the planting of a replacement hedgerow.

#### Main Issues

The issues for consideration have been covered in the planning appeal summary in Appendix 1.

#### Conclusions

The wording of the enforcement notice was amended slightly but the otherwise the Inspector concluded that the appeals should not succeed, and the enforcement notice was upheld.

#### Recommendation

None

The decision was made in accordance with Local plan policies. The Inspector agreed with the interpretation of these policies and that the existing policies relating to protection of allocated green spaces, multi-user trails and biodiversity are in line with the NPPF.

The requirements and time periods set out in the enforcement notice were considered reasonable and appropriate by the Inspector.

**Bolsover District Council**

**Meeting of the Planning Committee on 17th July 2024**

**Non-Statutory Stage 1 Consultation from National Grid for the Chesterfield to Willington Project.**

**Report of the Assistant Director of Planning & Planning Policy**

<b>Classification</b>	This report is Public
<b>Contact Details</b>	Neil Oxby, Principal Planning Policy Officer

**PURPOSE / SUMMARY OF REPORT**

National Grid Electricity Transmission (National Grid) is proposing to enhance the East Midlands electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line from Chesterfield to Willington (South Derbyshire). This report sets out:

- A summary of the proposals.
- A summary of the potential longer term implications for the Council once the Development Consent Order is submitted to the Planning Inspectorate.
- A potential response to National Grid’s Non-Statutory Stage 1 Consultation.

**REPORT DETAILS**

**1. Background**

- 1.1 Meeting the challenge of climate change will result in a substantial increase in the use of electricity as it is anticipated that electrical power requirements will double by 2050<sup>1</sup>. To deliver clean power and increase energy security it is necessary to significantly upgrade the energy infrastructure.
- 1.2 High voltage electricity needs to be moved from where it is generated, to where it is needed. The existing network was largely built in the 1960s being designed to connect in-land, large coal-fired power stations and nuclear power stations. Electricity generation has moved towards renewable energy sources which make-up a significant proportion of the electricity mix. The Government has set targets of 50GW<sup>2</sup> of offshore wind generation by 2030 and up to 140GW<sup>3</sup> by 2050. This requires reinforcement of the network in the Midlands region to secure the operation of the transmission system and ensure reliable, economic long-term supply.

<sup>1</sup> Climate Change Committee.

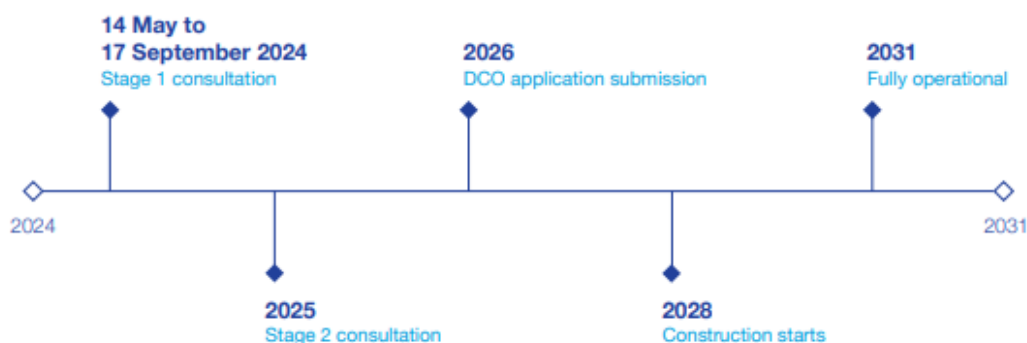
<sup>2</sup> Offshore Wind Net Zero Investment Roadmap, March 2023. HM Government.

<sup>3</sup> Climate Change Committee 6th Carbon Budget Electricity.

- 1.3 As part of the reinforcement of the transmission system, National Grid Electricity Transmission (National Grid) is proposing to enhance the East Midlands electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line, running between Chesterfield and Willington (near Derby). The potential route includes an area with Bolsover District at Stainsby Common.
- 1.4 The scale of the project means that it is defined as a National Significant Infrastructure Project (NSIP). NSIPs are major infrastructure developments which, due to their size and national importance, means that the local planning authority does not consider the application. Under the provisions of The Planning Act 2008, the developer must apply to the Planning Inspectorate for a Development Consent Order (DCO) (see Appendix 1). Guidance in considering a DCO is set out in National Policy Statements and not the Council's local plan. The Planning Inspectorate will make a recommendation to the relevant Secretary of State who takes the final decision.
- 1.5 To build and operate the new Chesterfield to Willington line, National Grid will require a DCO under the Planning Act 2008. Consultation is part of the DCO process providing the opportunity for any party to raise issues. A summary of the DCO process is set out in Appendix 1. Figure 1 sets out the timescale National Grid anticipated for the Project.

**Figure 1: Timescale for the Project.**

Source: [Chesterfield to Willington Introducing Chesterfield to Willington Stage 1 Consultation, July 2024](#)



These timings are indicative.

- 1.6 National Grid is currently undertaking a non-statutory Stage 1 consultation on the proposals. This is not part of the statutory procedure for a DCO but is intended to:
- introduce and provide an overview of the project to the public;
  - explain why there is a need to build the new electricity transmission line;
  - present and explain National Grid's Emerging Preferred Corridor;
  - set out the options National Grid has considered and how they arrived at the decision on the Emerging Preferred Corridor;
  - ensure all stakeholders have the opportunity to provide feedback; and

- outline next steps, the project programme and how National Grid will further develop their proposals.
- 1.7 The consultation was set out to run from 14th May to 11:59 on 9th July 2024. Information is available on [National Grid's website](#) with paper copies of some of the consultation material being made available at Bolsover Library. However due to the General Election National Grid have rescheduled the consultation events that were planned during the pre-election period and will be extending the deadline for consultation feedback.

## 2. **Details of the Proposal for Information**

### Summary Details of Project

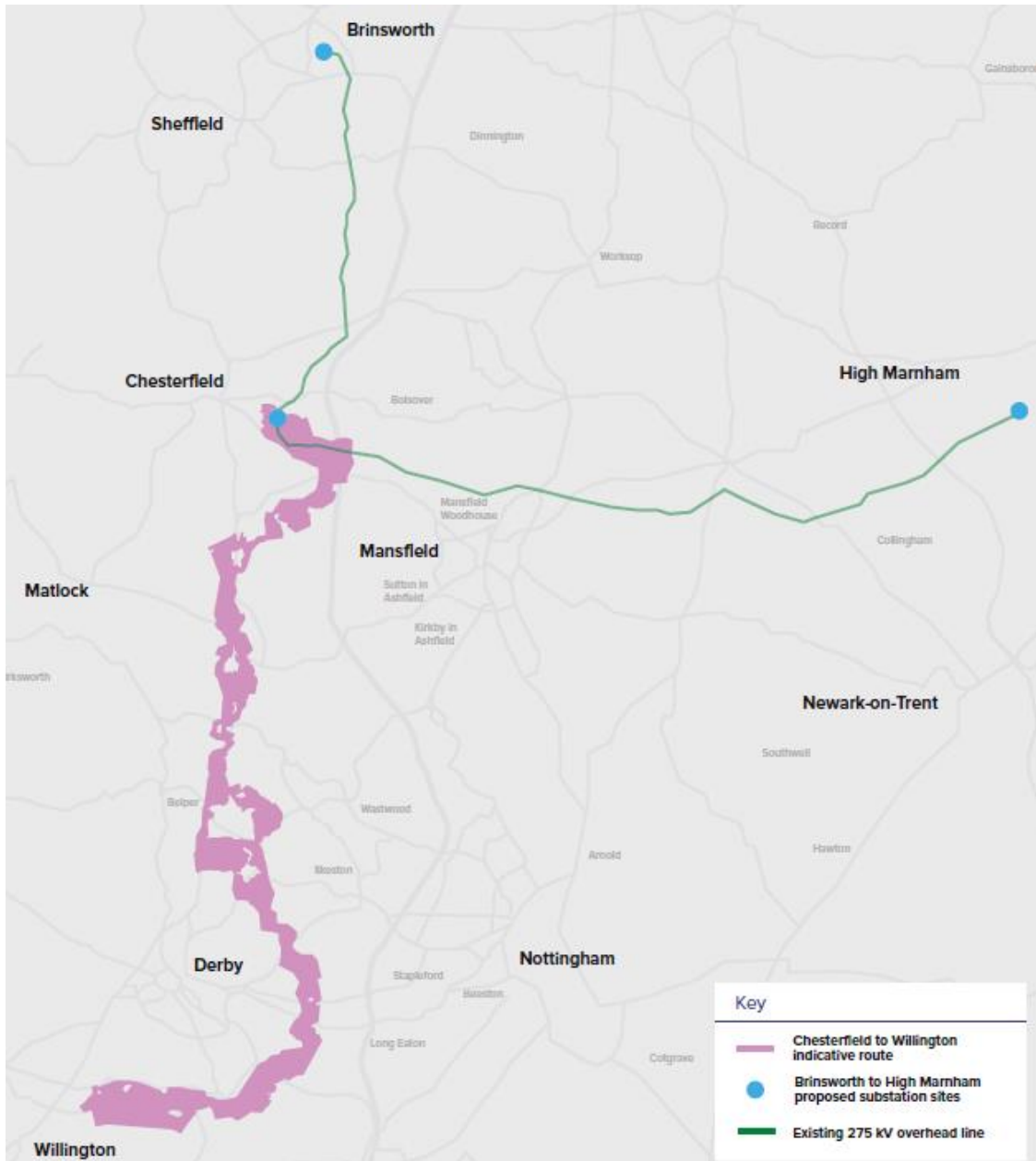
- 2.1 National Grid is proposing to enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line from Chesterfield to Willington. (See Figure 2).
- 2.2 The proposal is coordinated with improvements to the existing electricity network from Brinsworth to High Marnham. These improvements include new substations near Brinsworth (Rotherham); Chesterfield and High Marnham (Nottinghamshire). Some of the existing overhead lines will be upgraded from 275 kV to 400 kV. (See Figure 2 for the existing route of this network).
- 2.3 The proposed Chesterfield to Willington network will connect a new substation at Chesterfield with the existing substation at Willington proposed to be via overhead lines. Overhead lines typically are on steel lattice pylons, usually around 50 m high. National Grid identifies that a typical span distance between pylons is approximately 350m. In broad terms, there are typically three pylons for every kilometre of overhead line. Double circuit overhead lines of the proposed voltage typically require a minimum corridor width of 70-100m to establish a route. The high-level assessment of capital cost is £220.6m<sup>4</sup> and the lifetime circuit cost is £349m.
- 2.4 The overhead line will create a new linear feature within the landscape through both the lines and the steel lattice pylons. It will have a visual impact and a potentially negative impact on the setting of a number of heritage assets. During construction work use of the agricultural land would be impacted. However, only the land directly beneath the pylons will no longer be usable for arable purposes once the works are completed.
- 2.5 National Grid has initially evaluated ten options for reinforcement of the network in the East Midlands region before arriving at conclusion that the preferable option is a new transmission route from Chesterfield to Willington. The analysis and conclusions are set out in the [Strategic Options Report](#) and the [Chesterfield to Willington Corridor Preliminary Routeing and Siting Study](#) .

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<sup>4</sup> National Grid Strategic Options Report March 2024, Table 11.2 – Capital and lifetime circuit cost impact.

The [Chesterfield to Willington - Project Background Document](#) summaries the consultation and set out “How we identified the Emerging Preferred Corridor”.

**Figure 2: National Grid Chesterfield to Willington Stage 1 Consultation Indicative Route & identifying the Brinsworth to High Markham network.**  
Source: National Grid Chesterfield to Willington Stage 1 Consultation Strategy April 2024



2.6 The Emerging Preferred Corridor, Figure 2, identifies the area of land in which the overhead lines could be build. National Grid identifies that it has been developed following environmental and technical assessments to understand areas of most sensitivity to the new infrastructure. Figure 3 identify the Emerging Preferred Corridor within the District of Bolsover or located close to the Council’s administrative boundary. The black lines identifies the proposed area that the electricity lines and pylons could be

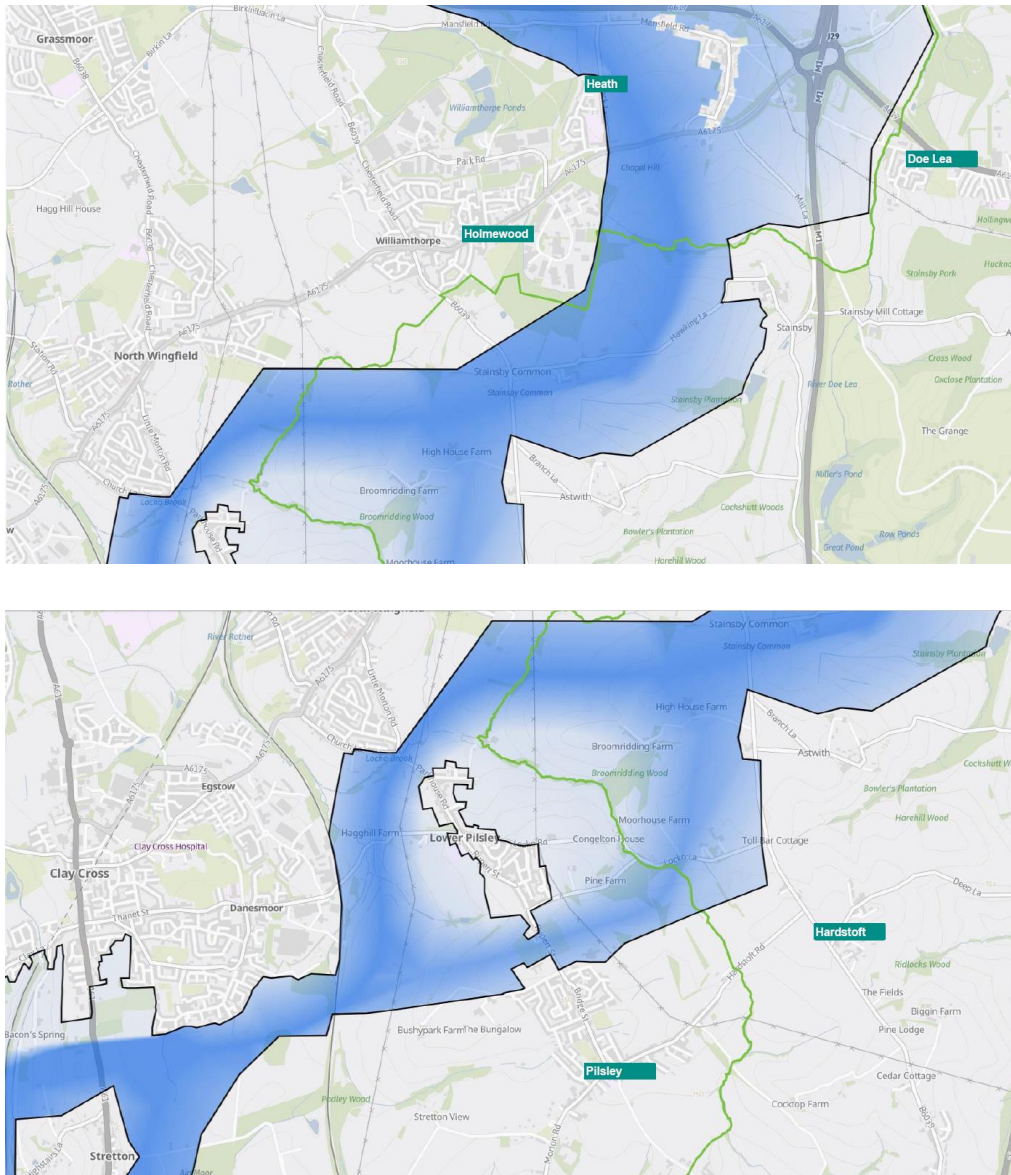


located. The darker blue shaded areas signify where National Grid considers infrastructure placement could potentially be more appropriate within the Corridor.

**Figure 3: National Grid Chesterfield to Willington Stage 1 Consultation Emerging Preferred Corridor Within Bolsover.**

Source: National Grid Chesterfield to Willington presentation to Councillors.

Note: The green line identified the District boundary.



Implications for the Council of the Development Consent Order

- 2.7 At the non-statutory Stage 1 Consultation the Council is in the same position as any other party, whereby we can comment on the proposal.

- 2.8 Once the application moves to the statutory stage, the Council is a statutory consultee under the provisions of The Planning Act 2008. (Section 42 and Section 43).
- 2.9 At the statutory stage, a local authority will potentially be substantially involved in responding to various aspects of the application for a DCO. (See Appendix 1). This may include:
- Pre-application stage – Commenting on the developer’s consultation proposals and submitting a response to the consultation.
  - During the examination stage local authorities may provide representations on the local impact of the proposals and any other matters considered appropriate to the examining authority. There may be a requirement for a Statement of Common Grounds. The examining authority (Planning Inspector) may seek written responses on matters concerning the proposals from the Council and may also invite representatives of the Council to attend hearings on particular topics.
  - If development consent is granted, local authorities are typically responsible for discharging and monitoring many of the requirements (e.g. planning conditions) associated with an NSIP in their area.
- 2.10 Based on the experience of other councils, NSIPs place a heavy demand on staff resources for a local authority. In these circumstances, it is usual for a Planning Performance Agreement (PPA) to be agreed between a developer and a local authority. This secures payments from the developer to the local authority in order for the local authority to respond to the proposals. However, a developer is under no obligation to enter into a PPA with a local authority.
- 2.11 As the DCO is not anticipated to be submitted until 2026, the process for obtaining a DCO may change to some extent. The Levelling Up and Regeneration Act 2023 and the Energy Act 2023, provide for significant changes to the assessment of environmental effects. Environmental Outcome Reports are anticipated to replace the EU-derived environmental assessment processes of strategic environmental assessment and environmental impact assessment. The Government has also consulted in 2023 on [“Nationally Significant Infrastructure Projects \(NSIP\) reforms: action plan”](#).

### Stage 1 Consultation Considerations and Summary Responses

- 2.12 Any response to the Consultation by the Council has to be considered in relation to the statutory duties set out in the Electricity Act 1989 and National Planning Statements in relation to energy comprising:
- EN-1 Overarching National Policy Statement for energy.
  - EN-5 National Policy Statement for electricity networks infrastructure.

The NPSs set the regulatory context within which the routing and siting for electricity infrastructure networks is undertaken.

- 2.13 Under EN-5 the government’s position is that “overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty<sup>5</sup>). (Paragraph 2.9.20). National Grid’s evidence will take into account the provisions of the NPSs.
- 2.14 National Grid Consultation has an on-line response for the consultation, which sets out a series of questions. The consultation reflects general questions and specific questions related to six sections of the route comprising:
- Section 1 - Chesterfield to Stretton
  - Section 2 - Stretton to Ripley
  - Section 3 - Ripley to Morley
  - Section 4 - Morley to Ockbrook
  - Section 5 - Ockbrook to Aston-on-Trent
  - Section 6 - Aston-on-Trent to Willington
- 2.15 It is proposed to respond to Section 1- Chesterfield to Stretton which includes the area in Bolsover District and the majority of the general questions. The questions together with potential responses are summarised below and are set out in detail in Appendix 2 of this report.

**Question 1a) Do you have any comments to make on our work to identify our preferred strategic option?**

- 2.16 National Grid’s Strategic Options Report identifies that, after refinement, 4 options were considered as possibilities including EDN-2 – New Chesterfield substation to Willington 400 kV Substation, a distance identified as 51 km. The current consultation documents identifies the route as approximately 60 km, presumably reflecting that from Chesterfield it moves south eastwards towards the M1. The response raises whether this increase in the distance from Chesterfield to Willington, with the associate costs, changes National Grid’s initial conclusions.

**Question 2a) Do you agree with the Emerging Preferred Corridor that has been identified for each section of the proposed route?**

- 2.17 The option sets out are:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Chesterfield substation to Stretton	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<sup>5</sup> Areas of Outstanding Natural Beauty have been renamed by the Government as National Landscapes.



It is proposed to respond that the Council ‘disagree.’

**Question 2b) Please tell us the reason for your answer. Please also use this box to provide any comments you might have about the work we have done to identify our Emerging Preferred Corridor.**

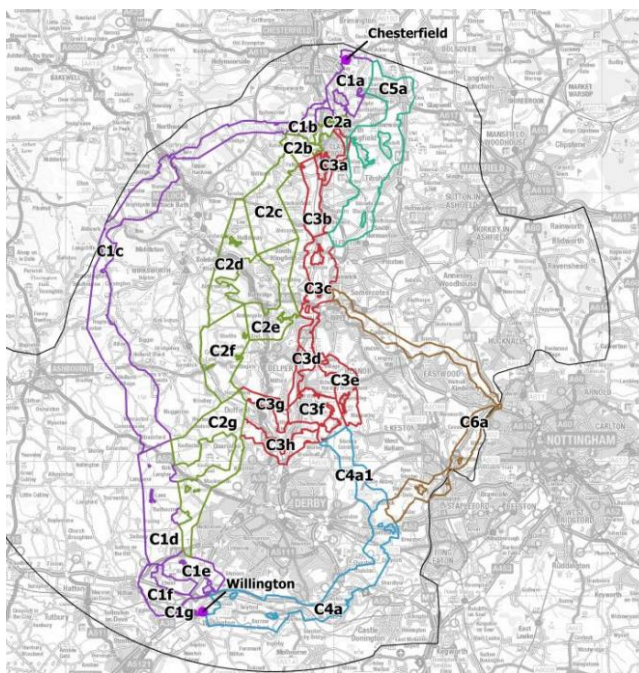
2.18 The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study, March 2024 followed on from the Strategic Options Report. It considers the four Preliminary Corridors 1, 2, 3, and 4 to which it adds two additional options, Corridor 5 and 6. The six refined corridors do not form end-to-end solutions, as they were split into discrete ‘sections’ with a series of connecting links to other corridors, Figure 4. For each corridor, an assessment of the following aspects is undertaken:

- Ecology.
- Landscape and Visual Value.
- Historic Environment.
- Socio Economic.
- Water, Soils, Geology, Noise and Vibration.

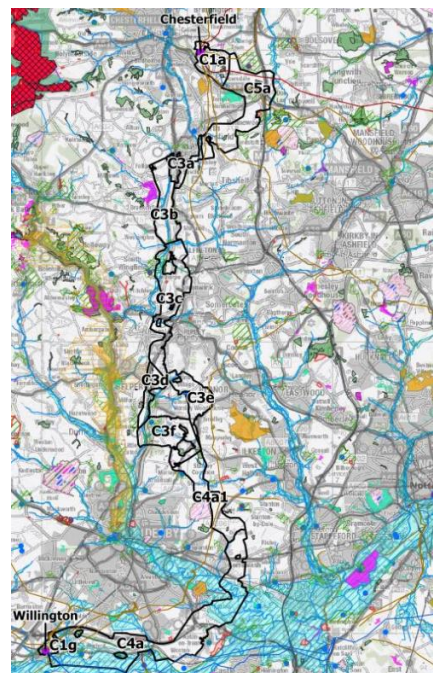
These assessments are undertaken on a corridor basis rather than for the separate sections of each corridor. This makes it more difficult to consider these alternative options.

**Figure 4: National Grid Chesterfield to Willington Stage 1 Consultation Emerging Preferred Corridor Within Bolsover.**

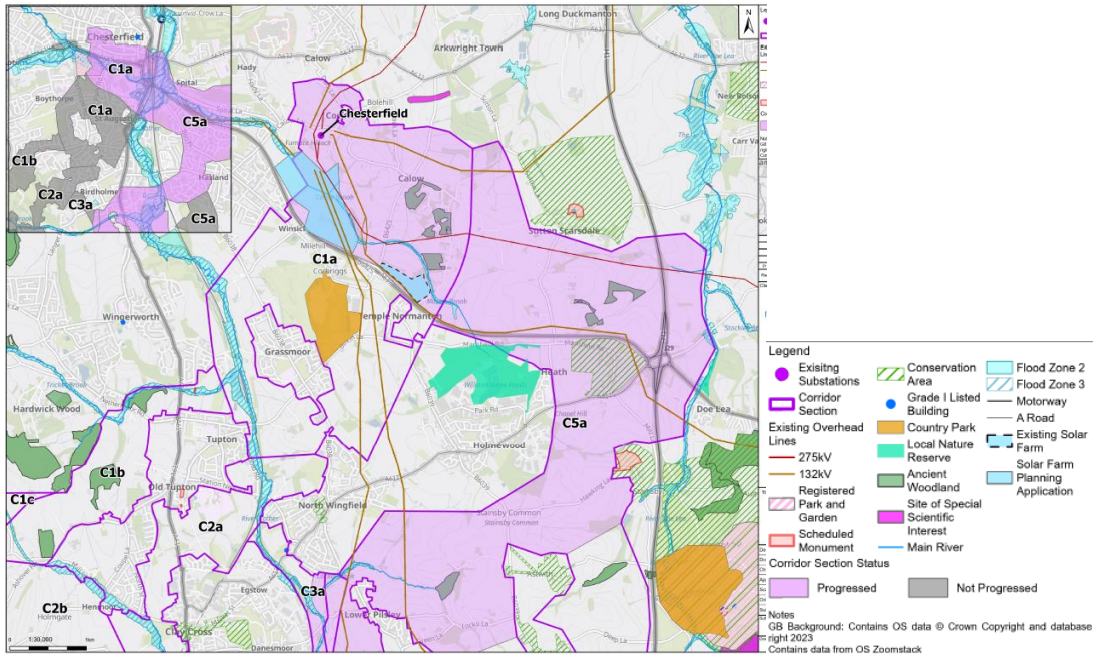
Source: The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study March 2024. National Grid.



National Grid Corridors 1, 2, 3, 4, 5 & 6



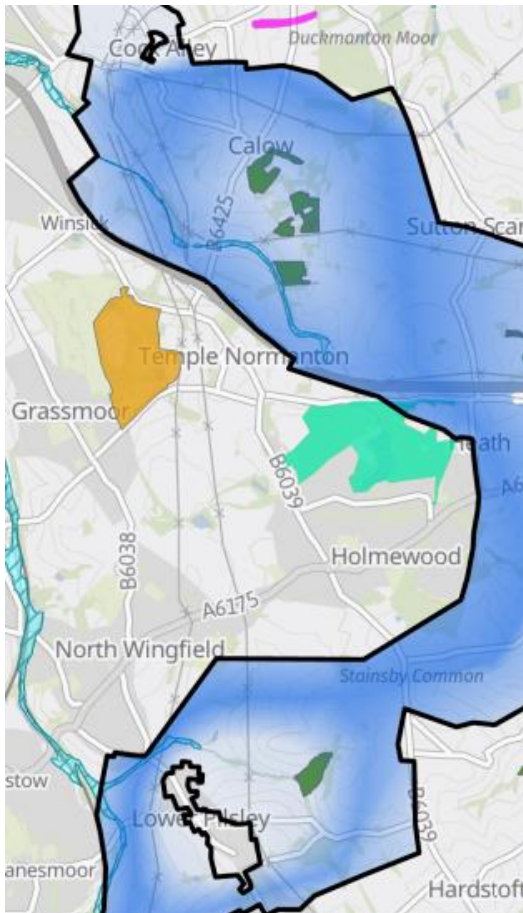
National Grid Preferred Corridor



National Grid Preferred Corridor C5a (within Bolsover District)

2.19 In relation to Section 5a, it is noted that existing power lines are located between Holmewood and North Wingfield, Figure 5. The response raises whether this could be an alternative route?

**Figure 5: Holmewood and North Wingfield Area.**

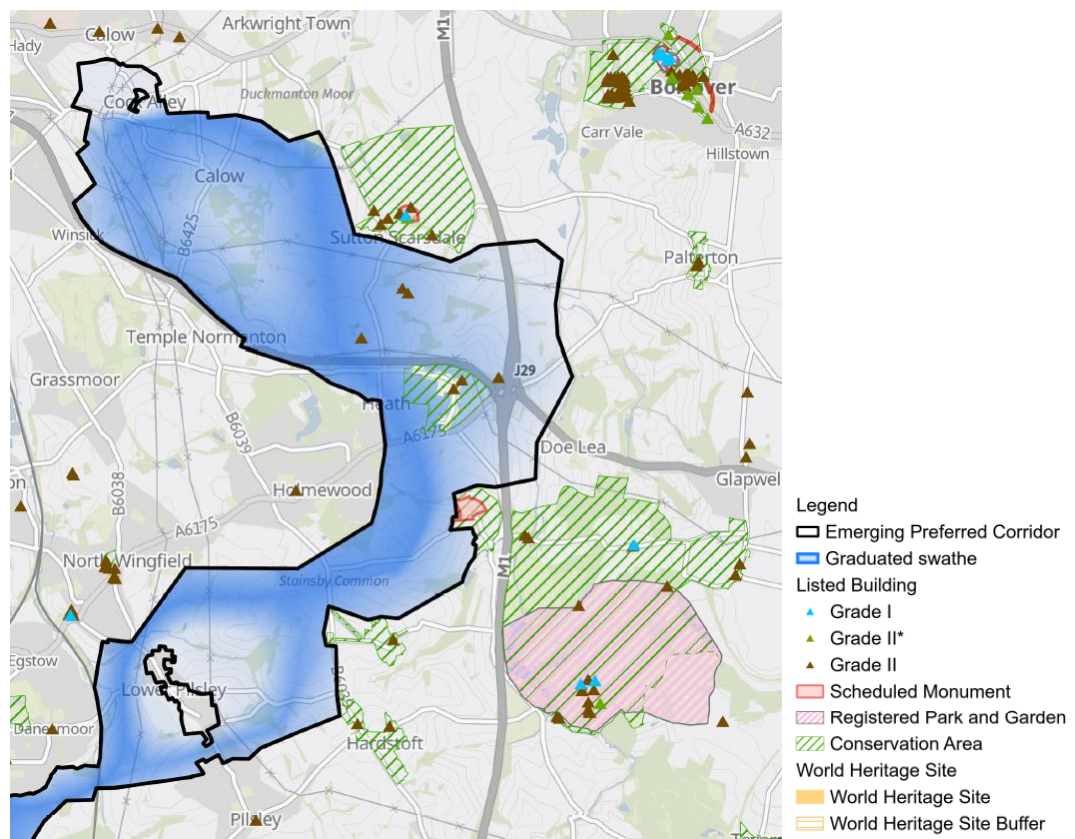




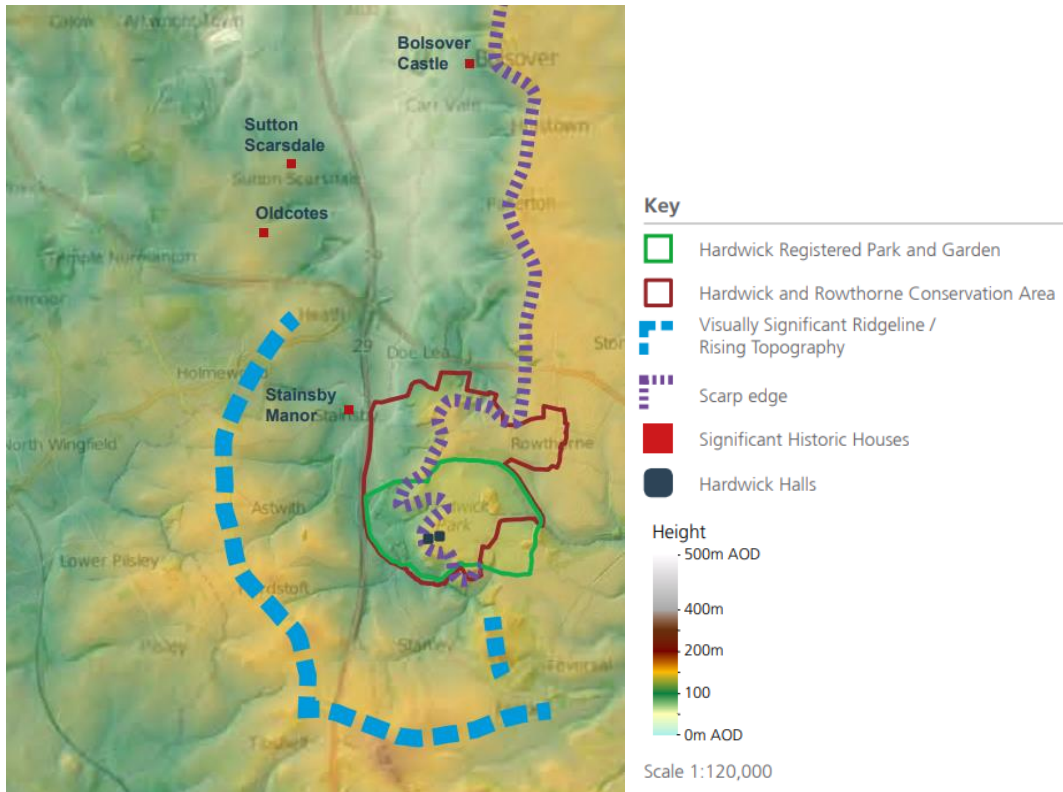
## Heritage

- 2.20 The response highlights the negative impact on heritage assets including Hardwick Hall, Hardwick Old Hall, Hardwick Hall Register Park and Gardens, Bolsover Castle, the scheduled monument at Stainsby defended manorial complex and the Conservation Areas located at Hardwick and Rowthorne, Stainsby, Astwith and Hardstoft. (Figure 6).
- 2.21 The response emphasises the importance of the Grade 1 designated heritage assets and the impact on their setting. Figure 7 illustrates the topography and visually significant ridge line, highlighting the evidence from the Hardwick Hall Setting Study 2016. It also stresses the potential impact on the scheduled monument at Stainsby and the Conservation Areas at Stainsby, Astwith and Hardstoft within Bolsover.
- 2.22 A meeting was held on 13<sup>th</sup> June 2024 between officers and representatives of the National Trust to review the implication of the proposals for Hardwick Hall. Both parties raised concerns over the potential impact on heritage assets and an onsite meeting at Hardwick Hall has provisionally been arranged. It was also agreed that a National Trust representative would raise with Historic England the possible impact on Hardwick Old Hall, Bolsover Castle and Sutton Scarsdale Hall.

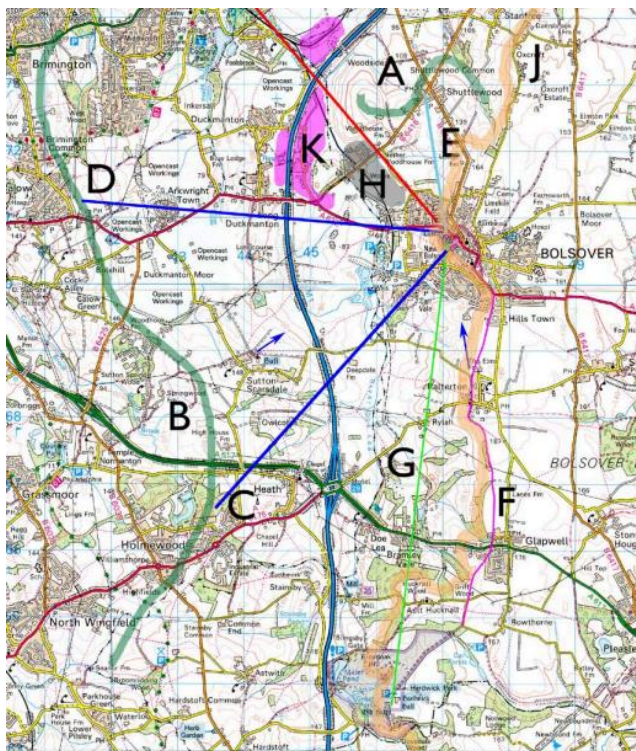
**Figure 6 Heritage Assets in Bolsover District**  
Source: National Grid Constraints Heritage Map



**Figure 7: Hardwick Hall Topography, Ridgelines & Heritage Assets**  
 Source: The Hardwick Hall Setting Study 2016 (Atkins/National Trust) Map 2.



**Figure 8: Key views from Bolsover Castle**  
 Source: English Heritage Bolsover Castle Conservation Management Plan (2012) Fig 102 The topographical context of Bolsover (OS base). A, B are ridges substantially limiting views from Bolsover; J is the limestone escarpment; H the Coalite Site, K the Markham site. For other references, see Appendix 2.



2.23 In this context, the Council consider that:

- If the route of the proposed transmission line is amended it would substantially negate the impact on the heritage assets identified above.
- Under National Policy Statement EN-1 an assessment of any likely significant heritage will be required and considered in relation to the impacts on the heritage assets. EN-1 emphasises that any harm or loss of significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification. Therefore, the impact on heritage assets forms an important aspect in determining the final route of the transmission lines.
- If it is determined that an alternative route is not to be taken forward, National Grid must give full consideration on how to mitigate the impact of the heritage assets and particular the Grade 1 designated heritage assets.
- In relation to the Conservation Areas, if it is necessary for the transmission network to following the route through Holmewood and Heath, the response identifies that the Council would anticipate that the route should be on the darker shaded areas as this will reduce the impact on Stainsby Conservation Area and the scheduled monument at Stainsby. It should extend to the north of Lower Pilsey reducing the impact on Astwith and Hardstoft conservation areas as well as avoid the ancient woodlands to the west of Astwith and the visual impact on the exposed upland ridge to the east of Astwith and Hardstoft.

#### Environmental

2.24 The response raises that the environmental constraints do not take into account Local Wildlife Sites which are protected under Local Plan policies by local councils. This is an additional aspect that should be considered particularly given the emphasis of the Environmental Act 2021 and biodiversity net gain. The Council does not support a route which would have a negative impact on biodiversity and the environment.

#### **Question 3a) Do you have a preference for the new line to be located north or south of Calow?**

2.25 The proposed response sets out 'The preference is for the route to be located to the south of Calow to minimise the impact on the setting of heritage assets and enable the route to follow the A617.'

#### **Question 3ai) Do you have a preference to then follow the M1 or to take a shorter, straighter path between Holmewood and Heath?**

2.26 The response identifies that consideration should be given to the alternative route set out in Question 2b Holmewood and North Wingfield Area. If the



existing route is taken forward, the Council would support the preferred route between Holmewood and Heath on the basis that this is likely to reduce the impact on the heritage asset identified in the response to Question 2b.

**Question 3aii) Do you have a preference for it then to go north or south of Lower Pilsley?**

2.27 The proposed response sets out ‘The Council would support the route to the north of Pilsley for the reasons specified in the response to question 2b.’

**Question 4a) Do you have any general comments about these aspects at this stage that you would like us to consider?**

2.28 ‘As set out in the responses.’

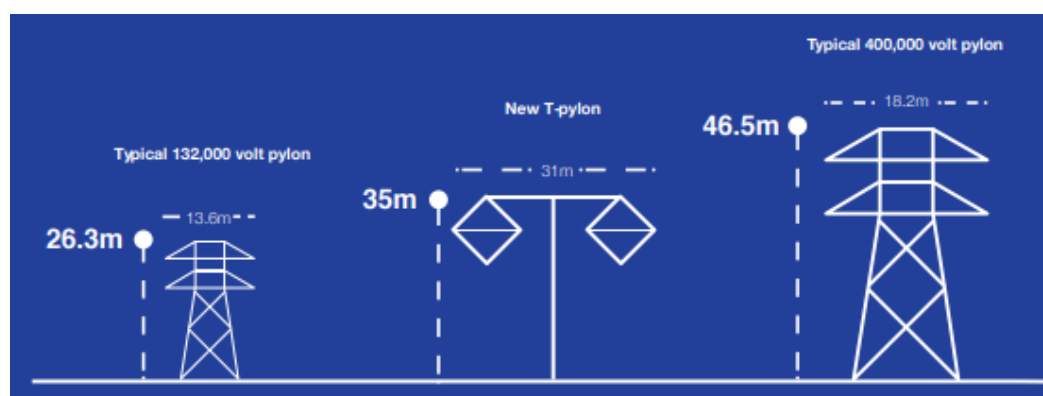
**Question 5a) Is there anything we could do to reduce the effects of a new overhead line?**

2.29 The response identifies the potential from:

- Underground lines where this is justified by the potential impact on heritage assets.
- The utilisation of National Grid’s new T- pylons which are understood to be lower at 35m high, are sleeker on a single pole and utilise less land area.

**Figure 9: T-pylon.**

Source: [National Grid T-Pylon – an innovative new design for Somerset](#)



**Question 5b) Are there any other considerations we should consider when developing our proposals?**

2.30 The response highlights the infrastructure provision should also address the potential opportunities for local people for jobs and developing skills.

**Question 5c) In addition to our Community Grant Fund, are there other ways in which you would wish to see local communities’ benefit from hosting new electricity transmission infrastructure?**

- 2.31 The response references that the Government has consulted on [“Community Benefits for Electricity Transmission Network Infrastructure”](#) and the intention to introduce guidance on this aspect.

**Question 7a) Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for Chesterfield to Willington (as described on page 16 in the Project Background Document and in the Strategic Options Report)?**

- 2.32 The proposed response acknowledges the need to achieve zero carbon by 2050 and evidence of the targets to meet the increase needs for electrical generation and transmission. It also acknowledges that the Council does not have the expertise to determine whether the new connection from Chesterfield to Willington is necessary but from the National Grid’s Preferred Strategic Option there are alternative routes.

### **3 Reasons for Recommendation**

- 3.1 The report identifies that decisions on National Significant Infrastructure Projects will be taken at a national level. It summarises the statutory basis and procedures for National Grid’s proposal to enhance the East Midlands electricity network through a Development Consent Order.
- 3.2 The non statutory consultation undertaken by National Grid provides an opportunity for the Council to potentially influence the proposed scheme so as to minimise the impact on residents, the local landscape and heritage assets within Bolsover District.
- 3.3 The report and the supporting appendices sets out proposed representations to enable the Planning Committee to respond to National Grid’s proposals.
- 3.4 The National Grid Consultation closes on 17<sup>th</sup> September 2024. The grant of delegated approval enables changes to be made to the proposed representations to reflect any additional information that may become available before the Consultation closed.

### **4 Alternative Options and Reasons for Rejection**

- 4.1 Not to respond to the National Grid consultation. This alternative option has been rejected as it would not support the Council’s efforts to protect the quality of life for residents and businesses, meeting environmental challenges, and enhancing biodiversity.

## RECOMMENDATION

That Planning Committee:

- Notes:
  - the proposal for a new overhead electricity line from Chesterfield to Willington, which is located in part of the District;
  - the potential implications for the Council's if an application for a Development Consent Order is submitted and subsequently granted.
- Responds to the consultation questions that are considered to relate to Bolsover District and which are set out Appendix 2 of this report.
- Gives delegated authority to the Assistant Director of Planning & Planning Policy in consultation with the Chair of the Planning Committee, to amend the proposed responses set out in Appendix 2 of this report reflecting any additional information that becomes available.

**Approved by Portfolio Holder – Growth**

### **IMPLICATIONS:**

**Finance and Risk:**            Yes             No

**Details:** There are no financial implication at this stage as this is a non-statutory consultation undertaken by National Grid.

On behalf of the Section 151 Officer

**Legal (including Data Protection):**            Yes             No

**Details:** There are no legal implications in responding to the non-statutory consultation undertaken by National Grid.

On behalf of the Solicitor to the Council

**Environment:**            Yes             No

*Please identify (if applicable) how this proposal / report will help the Authority meet its carbon neutral target or enhance the environment.*

**Details:** The proposal is identified by National Grid as a requirement to meet the significantly greater demand for electricity arising from renewable sources in order to meeting Government net zero targets. However, there are choices to be made over which route the overhead power lines should be located in meeting this requirement.

**Staffing:**            Yes             No

**Details:** There are no human resources implications arising from this report.

On behalf of the Head of Paid Service

## DECISION INFORMATION

<p><b>Is the decision a Key Decision?</b>  A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds:</p> <p><b>Revenue - £75,000</b> <input type="checkbox"/> <b>Capital - £150,000</b> <input type="checkbox"/>  <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i></p>	No
<p><b>Is the decision subject to Call-In?</b>  <i>(Only Key Decisions are subject to Call-In)</i></p>	No

<b>District Wards Significantly Affected</b>	Ault Hucknall Ward
<p><b>Consultation:</b>  <b>Leader / Deputy Leader</b> <input checked="" type="checkbox"/> <b>Executive</b> <input type="checkbox"/>  <b>SLT</b> <input checked="" type="checkbox"/> <b>Relevant Service Manager</b> <input type="checkbox"/>  <b>Members</b> <input checked="" type="checkbox"/> <b>Public</b> <input type="checkbox"/> <b>Other</b> <input checked="" type="checkbox"/></p>	<p>Yes</p> <p>Details:  Briefing shared with all affected Ward Members</p>

<p><b>Links to Council Ambition: Customers, Economy, Environment and Housing</b></p> <p>The project is identified by National Grid as a key aspect in ensuring the electricity can be moved from where it is generated, to where it is needed and meeting the government's targets of achieving net zero by 2050. This is reflective of the Council's commitment to play our part in achieving net zero by 2050. However, there are choices over the route of the transmission line and the proposal has to be considered against the potential negative impact that it may have on heritage assets, which are important to growing our visitor economy.</p>
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<b>DOCUMENT INFORMATION</b>	
<b>Appendix No</b>	<b>Title</b>
Appendix A	National Significant Infrastructure Projects Background Information.
Appendix B	Response to National Grid's Consultation.
<b>Background Papers</b>	
<i>(These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Executive you must provide copies of the background papers).</i>	

## Meeting of the Planning Committee on 17th July 2024

### Non-Statutory Stage 1 Consultation from National Grid for the Chesterfield to Willington Project.

#### Appendix One National Significant Infrastructure Projects Background Information

##### Development Consent Order

Under The Planning Act 2008 nationally significant infrastructure projects (NSIPs) are large scale projects falling into five general categories Energy; Transport; Water; Waste Water and Waste.

Instead of applying to the local authority for planning permission under the Act, the NSIP developer must apply to the Planning Inspectorate (PINS) for a different permission called a Development Consent Order (DCO). PINS will make recommendations on the DCO with the final decision being made by the relevant Secretary of State.

National Policy Statements (NPS) set out the government's policy on particular types of national significant infrastructure projects and provide the primary basis for making decisions on DCOs. The National Planning Policy Framework (NPPF) does not contain specific policies for nationally significant infrastructure projects, which are determined under the NSIP regime.

There are statutory duties in relation to the environment and heritage set out in the Electricity Act 1989 and the Infrastructure Planning (Decision) Regulations 2010, Regulation 3.

Guidelines on overhead line routing were first formulated in 1959 by Sir William later Lord, Holford, who was a part-time member of the CEGB. National Grid, subject to consideration of environmental assessments which addresses wider topics than the visual amenity issue on which the Rules concentrate, concluded that the [Holford Rules](#) have stood the test of time. Therefore, they continue to be applied by National Grid in relation to overhead lines.

##### Process

The Tables below set out the process to be undertaken in relation to the proposed overhead transmission line.

##### Requirement for the transmission line.

<b>The National Grid Electricity System Operator (ESO)</b>	<ul style="list-style-type: none"><li>• The ESO is a legally separate part of the National Grid Group.</li><li>• The ESO identifies the transmission network requirements for the next decade.</li><li>• ESO anticipates that the network between the North and the Midlands needs to transfer as much as 31 GW of power by 2035.</li></ul>
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<b>National Grid Electricity Transmission</b>	<ul style="list-style-type: none"> <li>• Identifies the infrastructure required to meet the future requirements set out by the ESO.</li> <li>• Identifies the potential options.</li> <li>• Undertakes a Non Statutory Consultation based on evidence: <ul style="list-style-type: none"> <li>➢ Chesterfield to Willington Strategic Options Report</li> <li>➢ Chesterfield to Willington Corridor Preliminary Routeing and Siting Study .</li> </ul> </li> <li>• Applies for a DCO under the Planning Act 2008.</li> </ul>
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Summary of the process for applying for a DCO for the transmission line.

<b>Process</b>	<b>Activities</b>	<b>Role of the Council</b>
<b>Statutory Consultation</b>	<ul style="list-style-type: none"> <li>• Before submitting an application, the potential applicant has a statutory duty to carry out consultation on their proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• The Council has 28 days to provide comments of the applicant's draft Statement of Community Consultation.</li> <li>• Respond to the consultation.</li> <li>• Look to agree terms of any Planning Performance Agreement with the applicant.</li> </ul>
<b>Application</b>	<ul style="list-style-type: none"> <li>• Application is made to the Planning Inspectorate (PINS).</li> </ul>	
<b>Acceptance</b>	<ul style="list-style-type: none"> <li>• PINS has a period of up to 28 days to decide whether or not the application meets the standard required to be examined.</li> </ul>	<ul style="list-style-type: none"> <li>• Council submits adequacy of consultation representation to PINS.</li> </ul>
<b>Pre-examination</b>	<ul style="list-style-type: none"> <li>• Inspector(s) appointed.</li> <li>• The public will be able to register with PINS and make 'Relevant Representation' in order to become an Interested Party.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially comments on Examination draft timetable.</li> <li>• Potentially attends Preliminary Meeting.</li> </ul>
<b>Examination</b>	<ul style="list-style-type: none"> <li>• The Inspector(s) has a maximum of 6 months to carry out the examination.</li> <li>• Based on National Policy Statements.</li> <li>• Inspector(s) report sent to Secretary of State within 3 months of the close of the examination.</li> </ul>	<ul style="list-style-type: none"> <li>• Submits Local Impact Report.</li> <li>• Statement of Common Grounds.</li> <li>• Written Representations.</li> <li>• Attends and participates in the hearings.</li> <li>• Response to Examiner's written questions and requests for further information.</li> <li>• Comment on other representations.</li> </ul>
<b>Decision</b>	<ul style="list-style-type: none"> <li>• The Secretary of State has 3 months to make the decision to grant or refuse development consent.</li> <li>• The Secretary of State must decide applications in line with policies set out in National Policy Statements.</li> <li>• If approved it will be subject to requirements (conditions attached to DCP).</li> </ul>	<ul style="list-style-type: none"> <li>• Discharge of Requirements and monitoring.</li> <li>• Enforcement if required.</li> <li>• Responds to notifications – non material and material change applications.</li> </ul>
<b>Post Decision</b>	There is the opportunity for legal challenge.	

In the context of the Table:

- A statutory requirement is for the Planning Inspectorate to invite the Council to submit an adequacy of consultation representation. It provides the opportunity for the Council to comment on any shortcomings of the consultations.
- A Local Impact Report (LIR) is a report giving details of the likely impact of the proposed development on the authority's area (or any part of that area). The content of the LIR is a matter for the local authority (Planning Act 2008, Section 60 (3)).
- A Statement of Common Ground is agreed between the Applicant and the Council which:
  - Sets out any matters on which the applicant and another party agree.
  - Identifies those areas where agreement has not been reached.

## Meeting of the Planning Committee on 17th July 2024

### Non-Statutory Stage 1 Consultation from National Grid for the Chesterfield to Willington Project.

#### Appendix 2: Response to National Grid's Consultation

1.1 National Grid Consultation has an on-line response, which sets out a series of questions. The questions considered to be relevant to the District of Bolsover together with potential responses are set out below. The various figure numbers in this appendix reflect the numbering from the Planning Committee Report.

#### **Question 1a) Do you have any comments to make on our work to identify our preferred strategic option?**

1.2 The Council acknowledges that it has been identified that the electrical high voltage transmission network requires reinforcement in the East Midlands. Ten potential strategic options have been studied by National Grid of which four options were considered as possibilities:

- EDN-1 – New Chesterfield substation to Ratcliffe-on-Soar 400 kV Substation – 48 km.
- EDN-2 – New Chesterfield substation to Willington 400 kV Substation – 51 km.
- EDN-3 – New High Marnham substation to Ratcliffe-on-Soar 400 kV Substation – 61 km.
- EDN-4 – New High Marnham substation to Willington 400 kV Substation – 78 km

1.3 The current consultation documents identify that EDN-2 route is approximately 60 km rather than 51 km identified in the report. This raises whether the conclusions set out in Chesterfield to Willington Strategic Options Report, March 2024 are still valid:

- Under paragraph 11.5.1 it is set out that EDN-3 has a 10 km longer route length than EDN-2, or a 13 km longer route length than EDN-1 without any additional socio-economic or environmental benefit. Therefore, EDN-1 and EDN-2 are preferable in environmental and socio-economic terms. Is this conclusion still the same?
- Under paragraph 11.5.2 There is a similarity in the costs between options EDN-1 and EDN-2 which means that cost is not a material difference between those options. Is this still the case?
- Under paragraph 11.5.3 it is stated that *“Whilst EDN-1 and EDN-3 perform marginally better than EDN-2 in terms of network benefit, they each have*



*technical disadvantages by comparison to EDN-2. Those options are also physically more constrained in terms of routeing due to constraints into Ratcliffe-on-Soar Substation. Given this fact and the lower electrical complexity of EDN-2, this option would be preferred from a technical cost and complexity assessment.” Given the additional distances of EN-2 does this aspect out weight any additional costs?*

**Question 2a) Do you agree with the Emerging Preferred Corridor that has been identified for each section of the proposed route?**

1.4 The option sets out are ‘

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Chesterfield substation to Stretton	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

It is proposed to respond that the Council ‘disagree’.

**Question 2b) Please tell us the reason for your answer. Please also use this box to provide any comments you might have about the work we have done to identify our Emerging Preferred Corridor.**

1.5 The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study, March 2024 followed on from the Strategic Options Report. It initially identified 8 preliminary corridors within the context of Chesterfield to Willington. Preliminary Corridors 1, 2, 3, and 4 were taken forward for further refinement with two additional options being consider, Corridor 5 and 6. The additional corridors were to provide additional potential routing options within the eastern extent of the Study Area, which potentially avoided the highly constrained areas further to the west, and to maximise potential opportunities associated with following major infrastructure corridors such as the M1 motorway in certain locations. The six refined corridors did not all form end-to-end solutions, they were then split into discrete ‘sections’ with a series of connecting links to other corridors.

1.6 Essentially, the Emerged Preferred Corridor resulted from a merger of parts of different corridors set out in Figure 3. For each corridor a general assessment of the following aspects is undertaken:

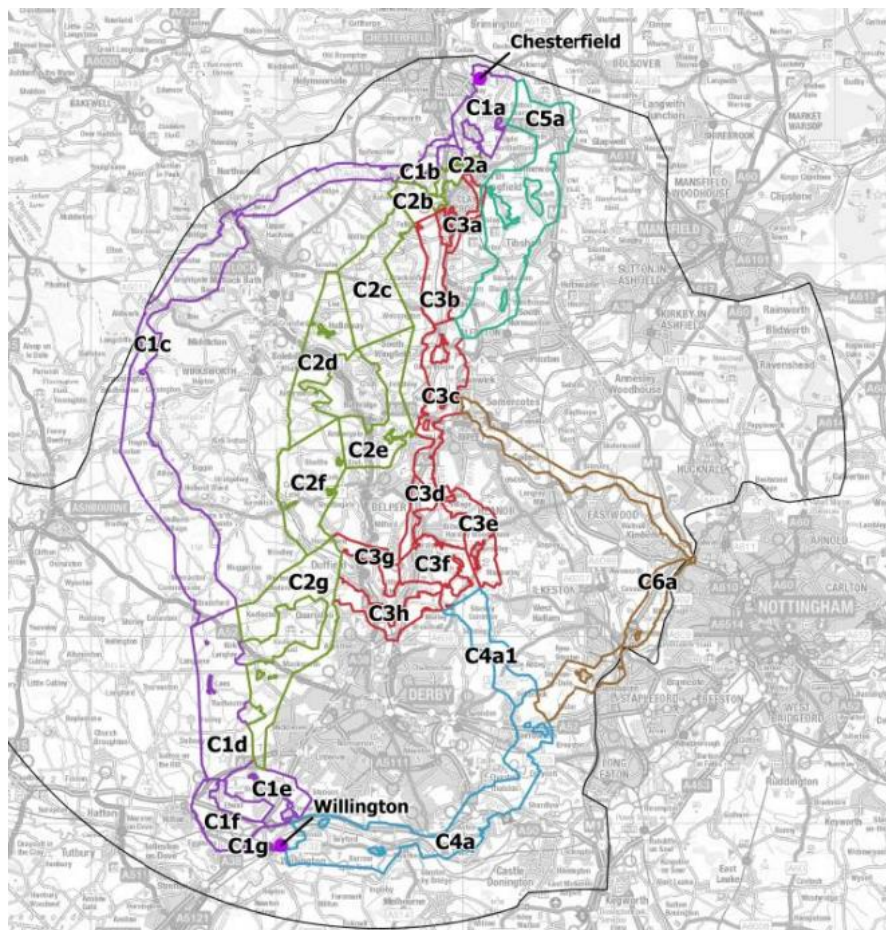
- Ecology.
- Landscape and Visual Value.
- Historic Environment.
- Socio Economic.
- Water, Soils, Geology, Noise and Vibration.

1.7 However, these assessments are undertaken on a corridor basis rather than for the separate sections of each corridor. The Study identifies various alternative routes including:

- Link 1; which connects Corridor 1 at Section C1a to Corridor 2 at Section C2a.
- Link 2; which connects Corridor 1 at Section C1a to Corridor 5 at Section C5a.
- Link 3; which connects Corridor 1 at Section C1b to Corridor 2 at Section C2b.

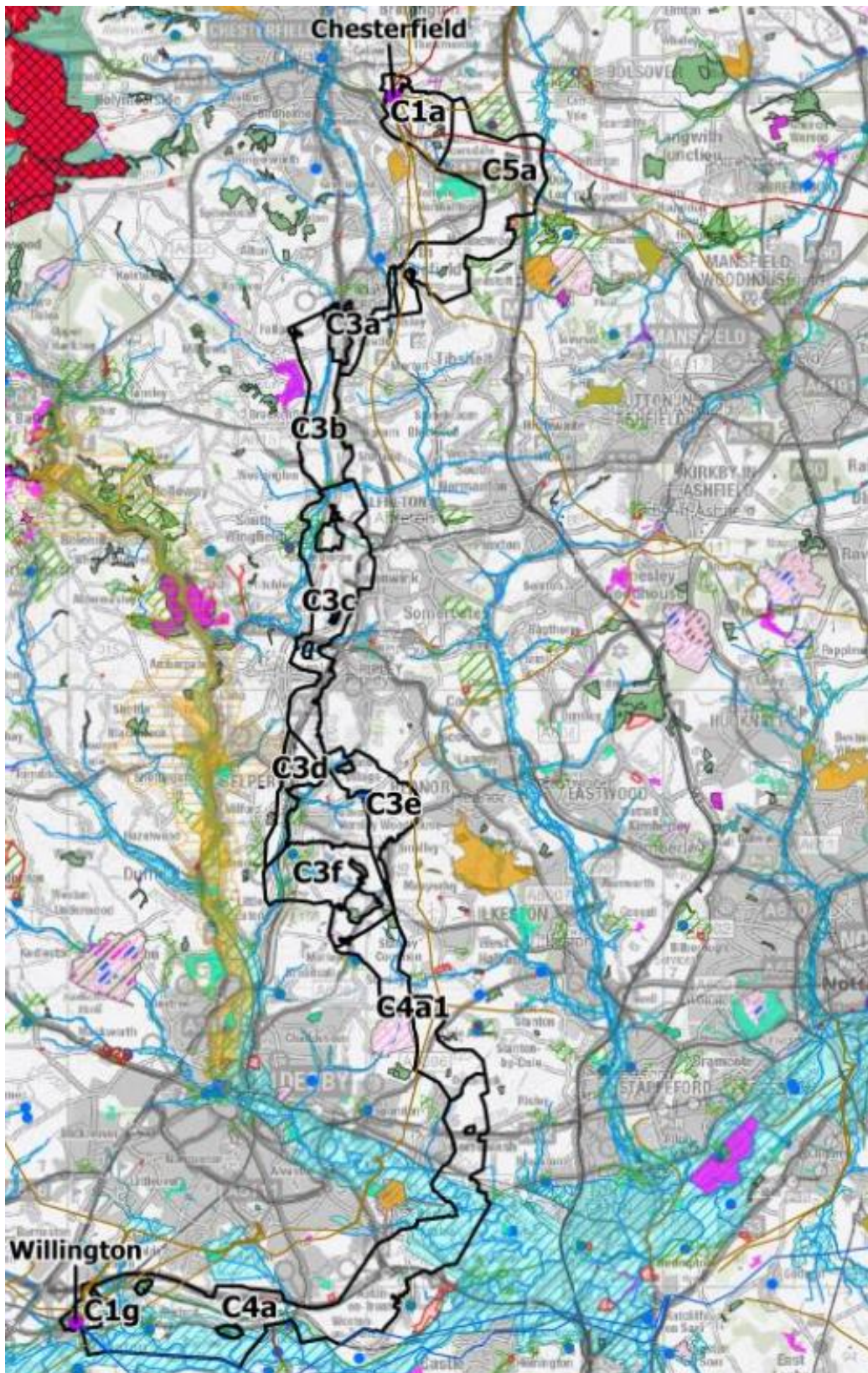
1.8 In addition, Figure 4 would also indicate that there could be links between C2a and C3b. There is the potential to join up with Section 3c, which would negate the requirement for Section C5a. These assessments are undertaken on a corridor basis rather than for the separate sections of each corridor. However, the basis of the assessment does make it more difficult to consider these alternative options.

**Figure 4: National Grid Chesterfield to Willington Stage 1 Consultation Emerging Preferred Corridor Within Bolsover.**  
Source: The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study March 2024. National Grid.



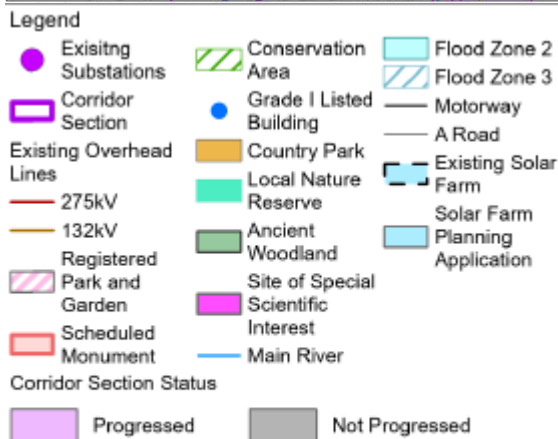
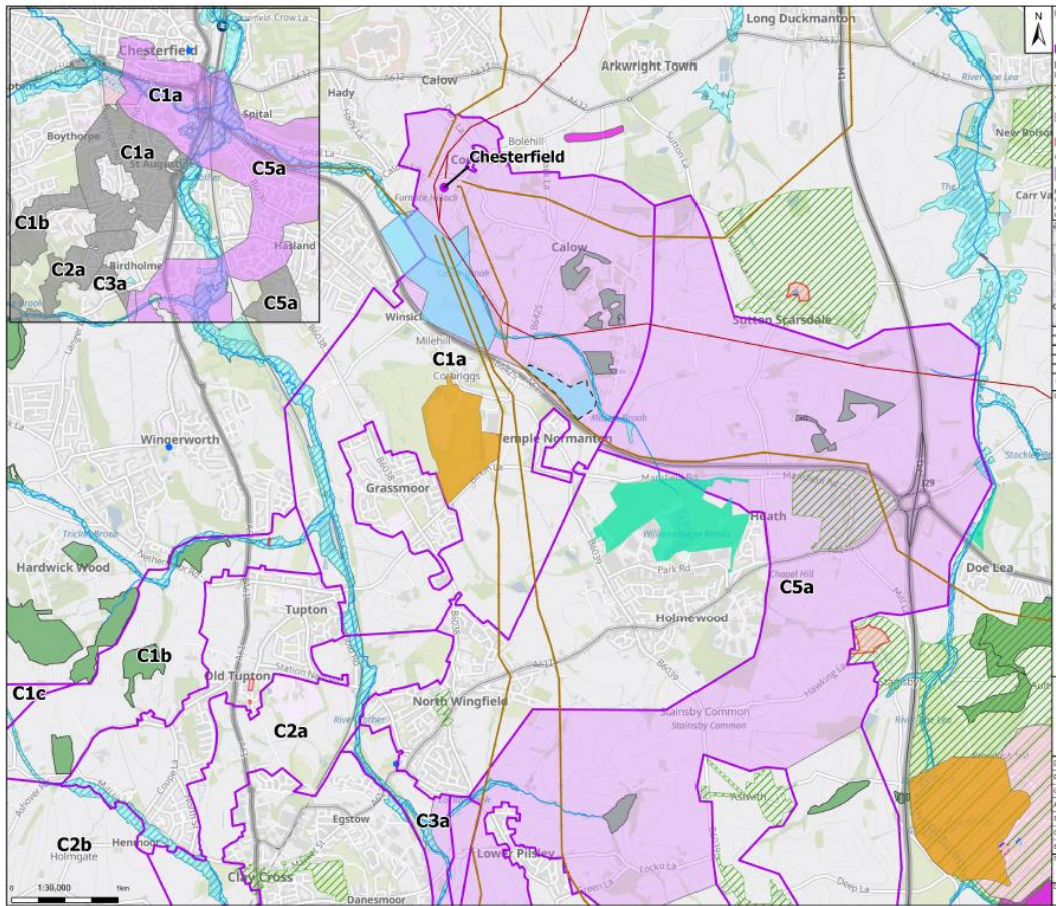
Corridors 1,2,3,4,5,and 6 considered in The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study March 2024. National Grid.





Preferred Corridor in The Chesterfield to Willington Corridor Preliminary Routing and Siting Study March 2024. National Grid.





**Notes**  
 GB Background: Contains OS data © Crown Copyright and database right 2023  
 Contains data from OS Zoomstack

Preferred Corridor C5A (within Bolsover District) in The Chesterfield to Willington Corridor Preliminary Routing and Siting Study March 2024. National Grid.

1.9 National Grid considers the following:

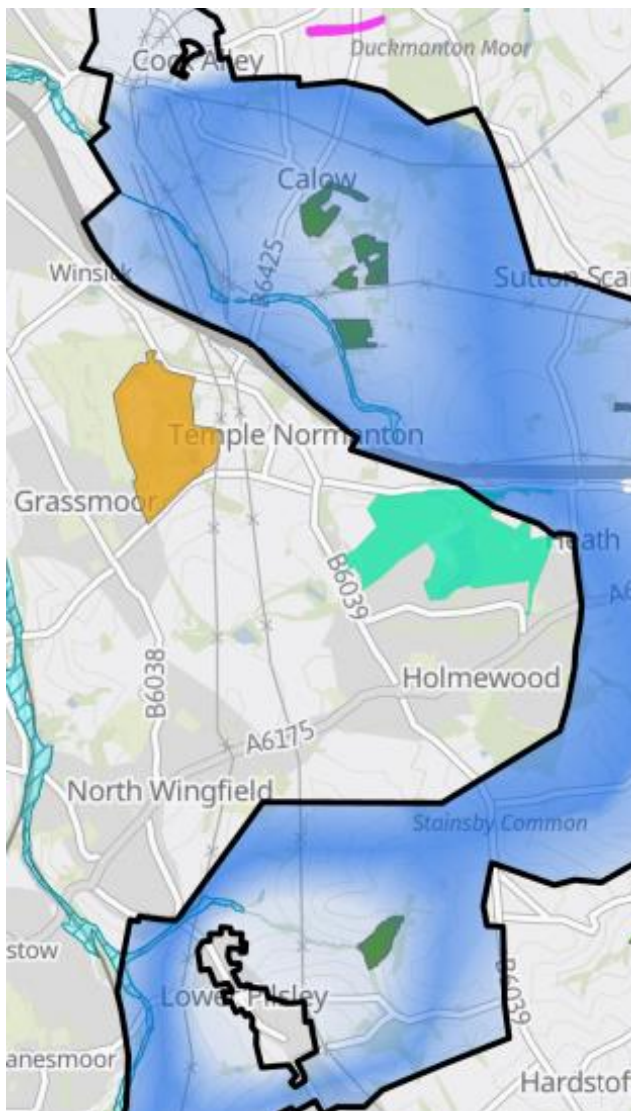
- Corridor 1 - The presence of the Peak District National Park as an area of national importance was ultimately determined to be a feature which should be avoided (in alignment with Holford Rule 1),

- Corridor 2 - Corridor 2 contains a significantly environmentally constrained including several areas of ancient woodland, Conservation Areas, clusters of listed buildings, and – most notably as a major area of highest amenity value and international importance – potential crossings of the Derwent Valley Mills World Heritage Site. This corridor was therefore not taken forward. (In alignment with Holford Rules 1 and 2).
- Option to route to the south west of Chesterfield – This route would link to Corridor 3 via Sections C1b/C2a and C2b to Section C3b, or via Section C2a to Section C3a. However, this is a more heavily populated area with other constraints.
- Option to route to east and link to Corridor C5a where there is an absence of larger settlements and ancient woodlands can be avoided through appropriate routing.

Paragraph 9.2.10 of National Grid Corridor Preliminary Routeing and Siting Study, March 2024, sets out *“Overall, it was considered that an option which seeks to extend south east out of Chesterfield Substation to the north of the A617 would comprise part of the emerging preferred corridor. This avoids the significantly constrained southern part of Section C1a and any potential link through Sections C1b and C2a which contain several residential areas and pinch points, whilst it traverses an area where there is also existing linear infrastructure including overhead lines and the A617. It is considered that the amount of underground cabling required for the 400kV route would be limited in comparison to an option to the southwest of Chesterfield Substation, whilst it may also be possible to avoid existing constraints such as the areas of ancient woodland through appropriate routeing in this section. The development of the Hasland Solar Farm will be monitored and assessed as the Project progresses through further design phases.”*

- 1.10 In relation to Corridor Section 5a, it is noted that existing power lines are located between Holmewood and North Wingfield, Figure 5. These run in a north to south direction towards Lower Pilsley. On this basis it is not clear why the route could not utilise the existing power line or whether addition lines could be located in this area? The analysis in paragraph 6.8.2 identifies that *“Due to the number of settlements within the eastern extent of the Study Area, there are highly constrained areas within this corridor, where passing within 100m of residential properties and settlements is likely unavoidable: between North Wingfield and Holmewood, and Holmewood and Heath..”* This would reduce the distance travelled in an area which does not appear from the environment and heritage maps to have any significant environmental or heritage aspect. But the indication is that it would have impact residential properties.

**Figure 5: Holmewood and North Wingfield Area.**



## **Heritage**

1.11 A key concern of the Council is to avoid negative impacts on heritage assets. Within the proximity of the Emerging Corridor both with the District and close to the district boundary are a number of heritage assets. These include:

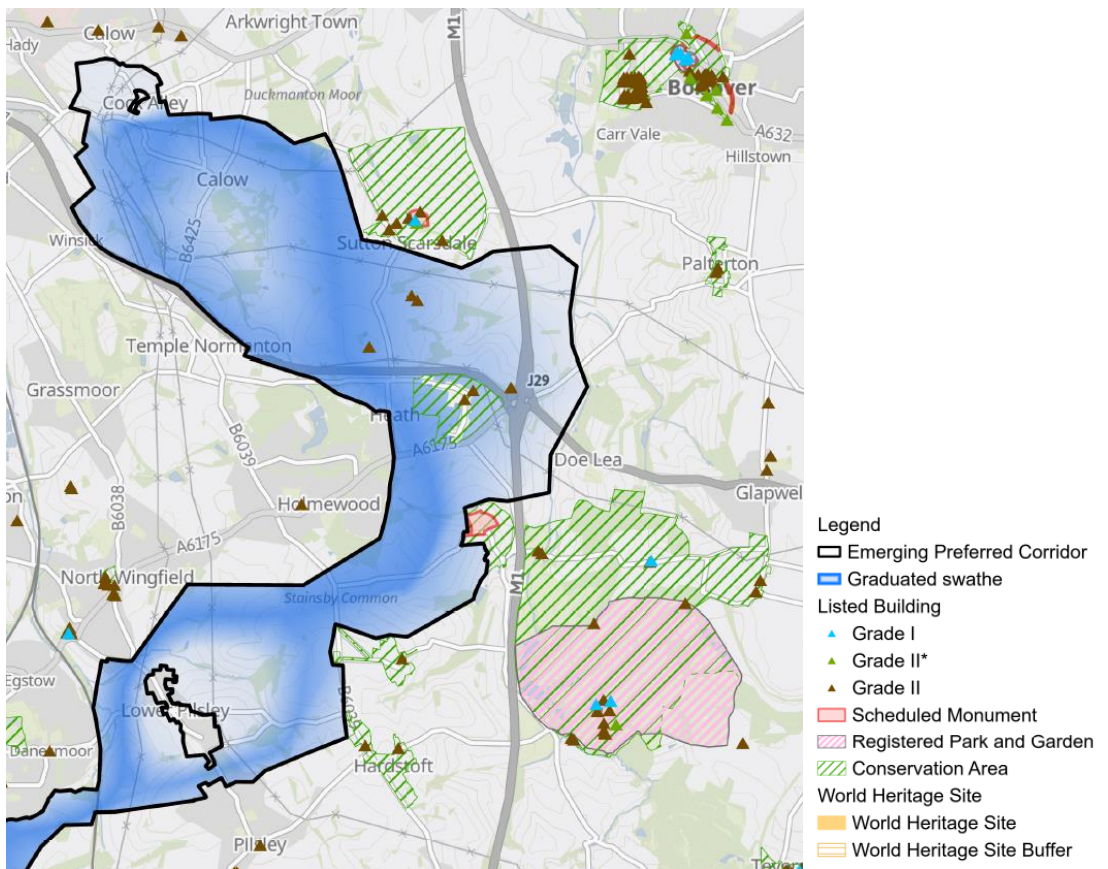
- Hardwick Hall listed as Grade 1 (List Entry Number: 1051617).
- Hardwick Old Hall Scheduled Monument (List Entry Number: 1015889).
- Hardwick Hall Registered Park and Garden listed as Grade 1 (List Entry Number: 1000450).
- There are various other listed building within the Park to Hardwick Hall.
- Bolsover Castle listed as Grade 1 (List Entry Number:1108976).
- Stainsby defended manorial complex including site of chapel is a schedule monument (List Entry Number: 1015890)



- Conservation areas are located at Hardwick and Rowthorne, Stainsby, Astwith and Hardstoft.
- Various locally listed heritage assets are located within this area.

Outside Bolsover District, but in close proximity to the Corridor, is Sutton Scarsdale Hall listed Grade 1 (listed entry number 1108914) and a schedule monument with a number of other listed building in the vicinity of the Hall. Heath is a conservation area.

**Figure 6 Heritage Assets in Bolsover District**  
**Source: National Grid Constraints Heritage Map**



1.12 The statutory requirement<sup>1</sup> for an NSIP in relation to heritage is set out in the Infrastructure Planning (Decision) Regulations 2010, Regulation 3 :

- 1) When deciding an application which affects a listed building or its setting, the decision-maker must have regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.

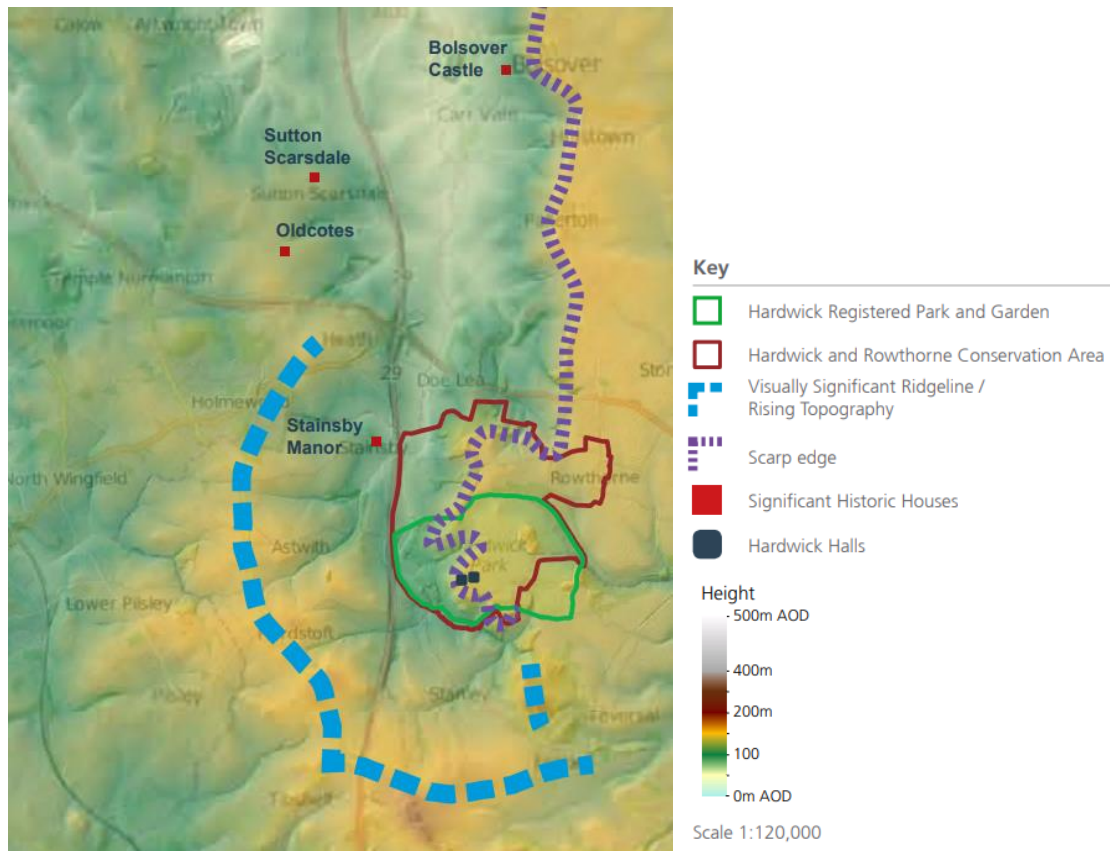
<sup>1</sup> Planning (Listed Buildings and Conservation Areas) Act 1990 is not relevant to a DCO as it only applies to planning permissions.

- 2) When deciding an application relating to a conservation area, the decision-maker must have regard to the desirability of preserving or enhancing the character or appearance of that area.
  - 3) When deciding an application for development consent which affects or is likely to affect a scheduled monument or its setting, the decision-maker must have regard to the desirability of preserving the scheduled monument or its setting.
- 1.13 The Overarching National Policy Statement for Energy (EN-1) November 2023 sets out the relevant policies for decision making relating to the historic environment in 5.9 Historic Environment. It stresses that the sum of the heritage interests that a heritage asset holds is referred to as its significance. Significance derives not only from a heritage asset's physical presence, but also from its setting (5.9.3).
- 1.14 In close proximity to the Corridor are the Grade 1 listed buildings at Hardwick Hall, Bolsover Castle and Sutton Scarsdale Hall. The Grade I listings reflects that the buildings and their setting are of exceptional national architectural or historical importance. It is important for the setting to be understood in relation to the heritage asset and considerable importance and weight should be given to the desirability of preserving the setting of these heritage asset.
- 1.15 The Magnesian plateau is a dominant physical feature within the District of Bolsover and the escarpment and ridge provide the setting to two of the District's most impressive heritage buildings: Hardwick Hall and Bolsover Castle.
- 1.16 Hardwick Hall forms the centre point of a highly important group of designated and non-designated historic buildings and landscapes, all of which draw a large part of their significance from their relationship with the Hall and in turn reinforce the significance of the Hall by forming positive elements in its setting. The Hardwick Hall Setting Study 2016 (Atkins on behalf of the National Trust) sets out the social and economic connections, landscape character of the area surrounding Hardwick Hall and the important views from various points. Figure 7 illustrates the topography. Further information on the visible impact is set out in Map 10 - Theoretical Visibility from Hardwick Hall roof of the Study.
- 1.17 The Corridor Preliminary Routeing and Siting Study at paragraph 7.7.10 acknowledges that there is the potential for impacts to the visual amenity for Hardwick Hall and recognises the sensitivity of given the further use of the land as a Country Park and National Trust property.



**Figure 7: Hardwick Hall Topography, Ridgelines & Connected Heritage Assets**

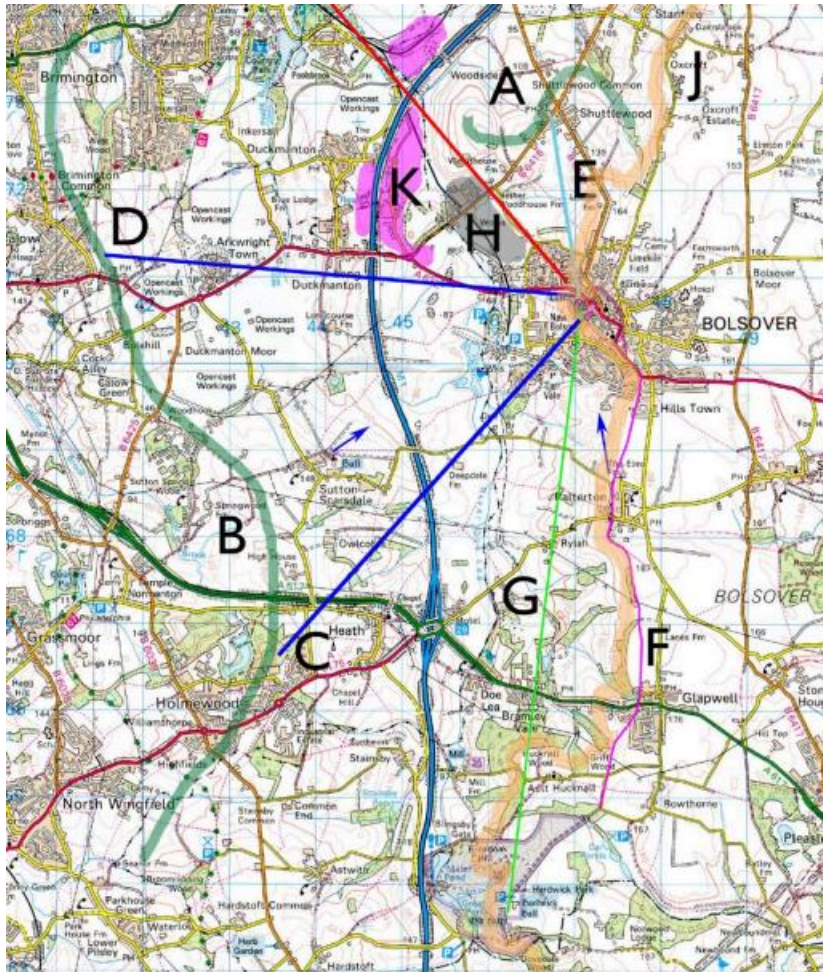
Source: The Hardwick Hall Setting Study 2016 (Atkins/ National Trust) Map 2.



- 1.18 Bolsover Castle is also a Grade 1 listed building located in a prominent location siting on the top of the ridge. The Corridor extends east of the M1 motorway and is located within this area may impact on the setting of Bolsover Castle. The English Heritage Bolsover Castle Conservation Management Plan (2012) identifies in paragraph 16.6.2 that “the Castle sits on and commands the edge of a steep escarpment, looking out over a broad, shallow valley, which is contained westwards by a rising series of low ridges. The prospect from the Castle over this dish-like valley is therefore panoramic, sweeping round in an arc from the north-west to the south. (see Fig 102, C-E). The most important - and sensitive - section is a smaller arc, or view cone, from due west round to the south-west and Sutton Scarsdale Hall (C-D).”

**Figure 8: Key views from Bolsover Castle**

Source: English Heritage Bolsover Castle Conservation Management Plan (2012) Fig 102 The topographical context of Bolsover (OS base). A, B are ridges substantially limiting views from Bolsover; J is the limestone escarpment; H the Coalite Site, K the Markham site. For other references, see text



- 1.19 The edge of the Corridor abuts the scheduled ancient monument Stainsby defended manorial complex and the conservation areas located at Stainsby, Astwith and Hardstoft within Bolsover. For all these conservation areas there is an intrinsic association with the agricultural character within which they site. The significance of the landscape component is critical to the overall context for the building and other structure in the conservation areas. Consequently there is the potential for both direct and indirect negative impacts on these heritage assets. A substantial emphasis should be placed on negating any significant impacts on the setting of the conservation areas and the scheduled monument.
- 1.20 If it is necessary for the transmission network to following the route through Holmewood and Heath, the Council would anticipate that the route should be on the darker shaded areas as this will reduce the impact on Stainsby Conservation Area and the scheduled monument at Stainsby. It should extend to the north of Lower Pilsey reducing the impact on Astwith and Hardstoft conservation areas as well as avoid the ancient woodlands to the

west of Aswith. This is supported by the points identified in paragraph 9.3.4 of the Corridor Preliminary Routeing and Siting Study in that:

- the area around the east of Astwith and Hardstoft being situated on a more exposed upland ridge, has the potential for visual impacts associated with an overhead line,
- it facilitates a path further away from Stainsby, and
- is further away from Hardwick Hall Registered Park and Gardens and the Hardwick and Rowthorne Conservation Area.

1.21 The Council's Local Plan looks "To conserve, enhance, and where possible regenerate the District's distinctive historic environment, and cultural heritage assets including the wider settings associated with the District's outstanding heritage assets." This is reflected in policies to protect important local and longer distance views of important landmarks or landscapes, such as Bolsover Castle, and Hardwick Hall and Estate. In this context, the Council consider that:

- If the route of the proposed transmission line was amended it would substantially negate the impact on the heritage assets identified above.
- Under National Policy Statement EN-1 an assessment of any likely significant heritage will be required and considered in relation to the impacts on the heritage assets. EN-1 emphasises that any harm or loss of significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification. Therefore, the impact on heritage assets forms an important aspect in determining the final route of the transmission lines.
- If it is determined that an alternative route is not to be taken forward, National Grid must give full consideration on how to mitigate the impact of the heritage assets and particularly the Grade 1 designated heritage assets.

### Environment

1.22 It is noted that the environmental constraints do not take into account Local Wildlife Sites which are protected under Local Plan policies by local councils. This is an additional aspect that should be considered particularly given the emphasis of the Environmental Act 2021 and biodiversity net gain. The Council does not support a route which would have a negative impact on biodiversity and the environment.

**Question 3a) Do you have a preference for the new line to be located north or south of Calow?**

- 1.23 The preference is for the route to be located to the south of Calow to minimise the impact on the setting of heritage assets and enable the route to follow the A617.

**Question 3ai) Do you have a preference to then follow the M1 or to take a shorter, straighter path between Holmewood and Heath?**

- 1.24 Consideration should be given to the alternative route set out in Question 2b Holmewood and North Wingfield Area. If the existing route is taken forward, the Council would support the preferred route between Holmewood and Heath on the basis that this is likely to reduce the impact on the heritage asset identified in the response to question 2b. However, this needs to be verified by a heritage impact assessment of the proposed development.

**Question 3aii) Do you have a preference for it then to go north or south of Lower Pilsley?**

- 1.25 The Council would support the route to the north of Pilsley for the reasons specified in the response to question 2b.
- 1.26 Other questions relate to
- Stretton to Ripley. Questions 3b.
  - Ripley to Morley. Questions 3c.
  - Morley to Ockbrook. Questions 3d.
  - Ockbrook to Aston-on-Trent. Questions 3e. ]
  - Aston-on-Trent to Willington substation. Questions 3f.

**Question 4a) Do you have any general comments about these aspects at this stage that you would like us to consider?**

- 1.27 As set out in the responses.

**Question 5a) Is there anything we could do to reduce the effects of a new overhead line?**

- 1.28 The key aspect from the Council's perspective would be to reduce the impact on the landscape and setting of the numerous heritage asset. Ideally this would be underground lines where this is justified by the potential impact on heritage assets.
- 1.29 The consultation documentation references steel lattice pylons which are 50m high. Alternative options could be the utilisation of National Grid's new T-pylons. It is understood these pylons are lower at 35m high, are sleeker on a single pole and utilise less land area. It is also indicated that they have less of an impact on the landscape than the traditional lattice pylons.

### Figure 9: T-pylon.

Source: [National Grid T-Pylon – an innovative new design for Somerset](#)



### Question 5b) Are there any other considerations we should consider when developing our proposals?

- 1.30 There is a requirement in Bolsover to improve job opportunities in the District. The Council is committed to ensuring that employment and skills initiatives are provided through significant new development. In undertaking the proposed transmission line, opportunities should be provided for local people to have jobs and developed skills associated with the infrastructure project.

### Question 5c) In addition to our Community Grant Fund, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?

- 1.31 The Council notes that under National Grid's Community Grant Fund, communities impacted by construction work for new infrastructure can apply for grants of up to £20,000.
- 1.32 The Government has consulted on "[Community Benefits for Electricity Transmission Network Infrastructure](#)" and it is understood from their response that it intended to introduce voluntary guidance on the appropriate levels and forms of benefits a community could receive as part of a benefits package.
- 1.33 Feedback from the consultation and other research identified that communities would prefer:

- a combination of electricity bill discounts and wider community benefits,
- a mandatory scheme.

The response by the Government identified that "As a result we are recommending:

- an electricity bill discount for properties located closest to transmission network infrastructure. The scheme design is still under development, but



we estimate this could offer up to £10,000 per property (£1,000 per year, ~£80 per month, over 10 years)

- a wider benefit for the local community of around:
  - £200,000/km (~£320,000/mile) for overhead lines
  - £40,000/km (~£60,000/mile) for underground cables.”

1.34 Part 6 of National Grid Consultation request views on the quality of our (printed and online) consultation materials, our face-to-face consultation events, how we have notified people about our proposals, and anything else related to this consultation.

1.35 Part 7 of the Consultation set out a series of questions relating to climate change.

**Question 7a) Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for Chesterfield to Willington (as described on page 16 in the Project Background Document and in the Strategic Options Report)?**

1.36 The Council recognises that the goal is to achieve net zero by 2050. It is acknowledged that the evidence from the Climate Change Committee 6th Carbon Budget Electricity is that the use of electricity will double by 2050 and the UK Government has set targets of 50 GW of offshore wind generation by 2030. However, we do not have the expertise to determine whether the new connection from Chesterfield to Willington is necessary. Clearly, from National Grid's Preferred Strategic Option there are alternatives routes. Further, the impact on the important heritage assets could be minimise by looking at the alternative route set out in the response or by utilising underground cables.

1.37 Part 8 of the Consultation relates to Equality and diversity. There is also provision for a response to an open question *“If you have any other comments on the Chesterfield to Willington consultation or proposals please include them here.”*