

Public Inquiry – Independent Person Submission

PINS Appeal: APP/P3040/W/23/3330045

LPA Ref: 22/02241/FUL

Location: Land East of Hawksworth and Northwest of Thoroton, Shelton Road, Thoroton,
Nottinghamshire

Name: Jane Clayton

Representing Residents of the area, Equestrians in the local area, local branches of the Pony Club and **Riding for the Disabled**

Object to the Application

Qualifications District Commissioner of South Nottinghamshire Branch of the Pony Club, Trustee for RDA Dovecote Farm, I have my own competition horses, I frequently ride, walk and run on the lanes and Public Rights of Way around and across the site.

I am happy to answer questions for clarity of my representation

First let me state that I recognise there is a need for the country to move to green energy and attempt to achieve net zero by 2035. We are indeed looking into solar panels on our property roof in Hawksworth. However, I firmly believe that this is not **under any circumstances** to be at a cost to food security. You will hear many times today that the National Grid have confirmed clear evidence of more than enough solar generation in the planning pipeline to deliver these targets several times over. Their report is attached at Appendix 1. With this high generation potential elsewhere, there is clearly no "Very Special Circumstance".

My family moved into Hawksworth in 2016. On my first visit to "check out" the area, I stopped a horse rider on the road to ask her about the quality of hacking in the area. This was my primary requirement for our choice of location, quite lanes with an excellent network of bridleways, along with a small village and not a lot of through traffic.

The Public Rights of Way with equestrian access that would be immediately impacted by the proposed development are Public Bridleways 1, 4 and 7 in the parish of Hawksworth and BW1, 3 and 6 in the parish of Thoroton. Bridleway 1 and Bridleway 6 cross the proposed site. These are very popular with horse riders, dog walkers, bird watchers and runners. We are all attracted by the wide-open expanse of views, especially from horseback. Belvoir Castle can be seen from the top of BW 6. For the purpose of clarity, these bridleways are now referred to as "the tunnel" as that is what they will become.

The excessively large Industrial Estate proposed by the appellant is extremely concerning to me and the many equestrians who also take advantage of the fantastic features of the site and its surrounding countryside. I believe this Industrial Farm will mostly affect me and my fellow riders, Pony Club members and RDA volunteers and riders in the following four ways.

1) Noise

Noise can be extremely disturbing to horses and ponies. During the first 12 months of construction, there will be noise from the driving-in of over 50,000 piles on the Industrial Estate. This is just not acceptable in an area of such rural beauty. Once constructed, there is the small issue of the invertors. While the noise from the invertors might be a hum to us humans, horses as flight animals have a very different reaction to noise. A pigeon trying to exit a hedge can cause a horse to jump across the road. This is made worse when the horse cannot see the source of the noise.

The invertors will be hidden behind hedges next to both the tunnel and surrounding lanes. The appellant has shown a lack of understanding of the risk by placing invertors close to the tunnel in field 1, field 2, field 5 and even more

dangerously close to the lane in field 7. The inverters will also be turned on and off when production of energy exceeds demand, causing sudden changes in a noise hidden behind a hedge.

2) Increased Danger to all Public Right of Way Users

I often trot and canter on bridleways, I need to give my horses the exercise, and I enjoy the activity. If I meet a dog walker, how do they avoid me in this tunnel that is created??? Even if I do manage to slow down in time, where do they go? What happens when I have a friend with me, and my dog walker has 6 dogs with her (a frequent occurrence, as Hawksworth is attractive for professional dog walkers). This is such a risk, and the resulting consequences will be similar to the scenario below.

Now I want you to close your eyes and imagine the following. I am riding my horse down the tunnel (otherwise known as Bridleway 1) towards the small wood in the centre of the proposed development. This tunnel is now less than 4 metres wide (inacceptable by the way according to BHS). My horse, being a fit competition horse, spooks and fall off, he spins and gallops towards home. If I am riding in the "tunnel", where will my horse go???? Where can my horse go? Straight down the tunnel, arriving on the road at position <https://w3w.co/livid.prefix.muddy> no warning to any road users, because of the high hedges. The oncoming car will have my horse straight through his front windscreen, look at the photo please just to make sure you understand the consequences..... this is a horse that survived. I have not included details of those that do not survive the impact of such an accident. How will you feel when you hear of this tragedy as a result of YOUR DECISION????? How will you feel when this horse belongs to a child trying to enjoy some "safe" off-road riding?



My point here is very simple. Horses have NO escape route whatsoever. The only exit either end is STRAIGHT INTO THE PATH OF THE ONCOMING VEHICLES.

3) Loss of Lanes due to HGV traffic

The haul route will quite simply be a no-go zone for equestrians as well as cyclists and pedestrians during the year-long construction period. It will be too dangerous. Bridleway Hawksworth 7 reaches Thoroton Road which is the

proposed route used by the construction and maintenance traffic. Equestrians would need to ride along the road to access permissive path B or to continue up Shelton Road to use Thoroton BW3. The lanes are single track and between hedgerows and although there are verges, HGV's are generally 2.5m wide and 4.5m high (some vehicles for component transportation significantly larger) which would sandwich a horse and rider between the vehicle and the hedgerow along the route with little room for refuge which may cause panic. The extended haul route from Car Colston to the site entrance on Thoroton Lane are also popular with equestrians including pony and traps. There is very little width for a HGV on these lanes, especially on Scarrington and Thoroton Road, where there will be no room for HGVs to pass horses with the requisite 2 meter space. The danger is significantly increased on the blind bends, especially on Scarrington Road where these bends follow straight stretches where the HGVs are likely to pick up speed to the national speed limit.

The appellants construction traffic management plan (CTMP) estimates there will be at least 40 HGV movements per day along the haul route. Given the lack of passing places, this will imply there will be a HGV on the haul route throughout the day making these lanes out of bounds together with all of the bridleway network which links to these lanes.

This application closes off a significant majority of the equestrian network during construction of this Industrial Estate. Unless we all stay at home for a year, there will be more accidents and injuries as in the photo above.

4) Impact on Our Mental Health

In discussions with my neighbouring equestrians, there is a common factor in our choice to ride, that is to support our mental health. A ride out in the fields, with a steady canter along the open bridleway taking in the views of the wildlife, numerous birds close by, and the distance views across rural landscapes to Belvoir Castle raise the spirits whatever time of day.

Thousand's of equestrians choose to live in a part of the country for its quiet, tranquil rural landscape where we can enjoy and take positive mental health from our pursuit. We trade off easy access to the pub, theatre, mains gas and numerous other benefits of an urban environment for access to the mental health benefits we derive from our activities. This is SO important when it comes to members of my Pony Club and also children with special needs who access riding through the Riding for the Disabled Association. There is enough of an issue in our young society today with mental health. Please don't add to the problem.

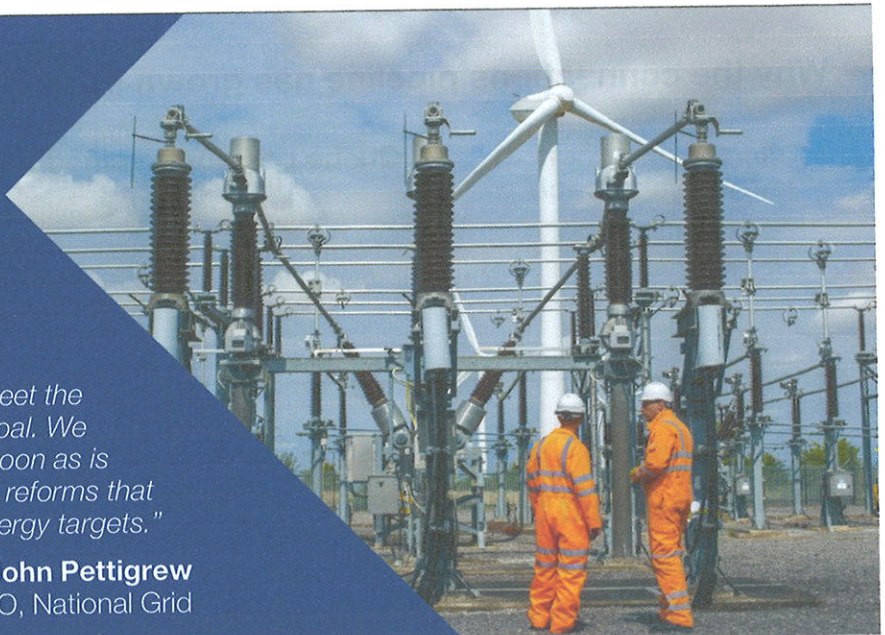
IN CONCLUSION, IF I WANTED TO RIDE AROUND AN INDUSTRIAL ESTATE, I WOULD LIVE IN ONE OF THE NEARBY TOWNS. I DON'T. I WANT TO CONTINUE TO ENJOY ALL THE BENEFITS OF LIVING IN THIS WONDERFUL AREA, AND I WANT TO ENJOY MY ACTIVITIES , BE IT RUNNING, WALKING OR RIDING SAFELY.

It is for these reasons I strongly object to this proposal.

A Grid Guide to... Accelerating UK Connections

"There are more than enough projects to meet the government's 2035 clean power network goal. We will continue to connect viable projects as soon as is practicable, and use our influence to shape reforms that can enable delivery of longer-term clean energy targets."

John Pettigrew
CEO, National Grid



UK electricity connections

- **The electricity industry has changed enormously** with a significant increase in renewable generation and demand connection requests
- **Policy and regulation needs to reflect this** increase in connection requests and changes in the types of projects
- **We're focused on enabling change** through smarter networks providing two-way flows with greater flexibility, and by building new infrastructure faster than before

What are Grid connections

Connections enable

- Generators to supply power onto our networks
- Domestic and industrial demand to be met
- Storage technologies

Connections require

- Reinforcement works and network upgrades to ensure sufficient capacity
- Physical 'plug in' points at substations

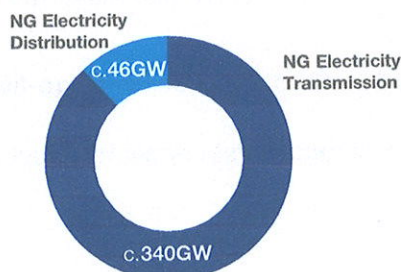
Current connections process

- 1. Apply and receive an offer**
The ESO¹ manages the connections pipeline on a 'First come, first served' basis
- 2. Connection design**
UK Electricity Transmission applies modelling assumptions provided by ESO to design connections
- 3. Build the connection**
UK Electricity Transmission delivers physical connections
- 4. Connect to and operate within the system**

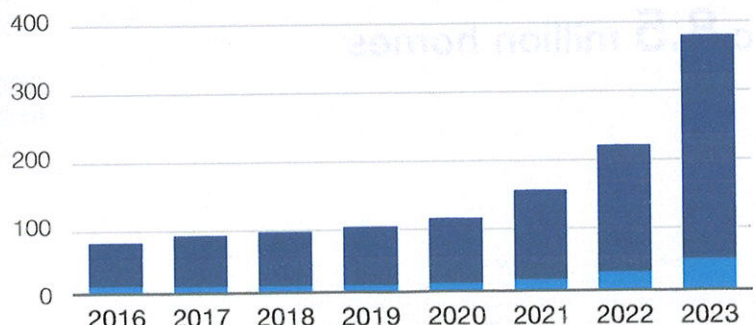
Nearly **400GW** of projects in the connection pipeline across our UK networks, which is over **5x** the amount needed to meet the UK Government's 2035 decarbonised electricity system commitment.²

We have line of sight to net-zero

Current pipeline



Exponential pipeline growth (GW)



1. Electricity System Operator
2. Based upon latest NGET and NGED projections, using ESO's latest FES scenarios and DFES scenarios

Why the connections pipeline has grown so large

'First come, first served' approach

Stalled projects delay those ready to connect

Queue position retained too easily

Lack of project milestones within contracts
Delayed projects can push back connection dates impacting subsequent lead times

Low barriers to entry

A large volume of highly speculative applications

UK Electricity Transmission

Where we stand today

The pipeline is growing exponentially

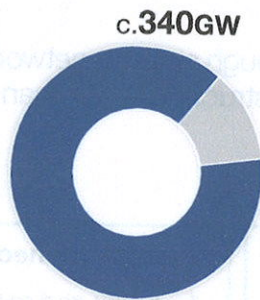
- c.340GW in our transmission pipeline - vs c.65GW installed capacity
- 6x the capacity actually needed to enable UK's 2035 decarbonisation target

Forecast capital expenditure

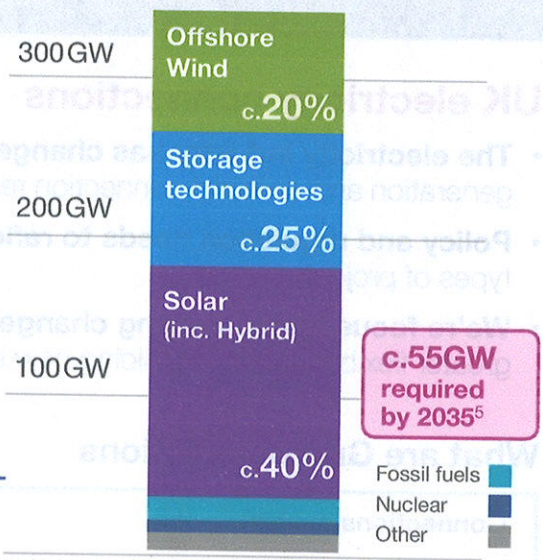
RIIO-T2¹: c.£11bn²

of which: c.£3.5bn: connections³

c.£3bn: ASTI projects⁴



Current NGET pipeline



Progress so far

Delivering record breaking connections

>3GW

connected across 2023

- World's largest offshore wind farm – Dogger Bank
- World's longest subsea interconnector – Viking Link
- UK's first transmission level solar farm – Larks Green

enough capacity to power

c.8.5 million homes⁶

Connections reform progress

Working with ESO, accelerated 10GW of battery storage

- 19 projects expedited by an average of 4 years
- Equivalent of c.90% of battery storage projects required by 2035⁴

3GW released through ESO's Amnesty initiative⁷

Queue Management proposal approved

- Milestones introduced for projects to retain queue position

ESO's reformed connection process to go-live in 2025

- Will enable a 'first ready, first connected' approach

1. Price control from 1 April 2021 to 31 March 2026

2. Estimated capital investment in line with 5 year framework provided at HY24 results

3. Includes c.£1.5bn new connections and c.£2bn network reinforcement

4. Accelerated Strategic Transmission Investment relating to 17 x projects in our NGET licence to enable UK governments 50GW offshore wind target

5. To meet UK Government's 2035 decarbonised electricity sector target.

Based upon latest NGET projections, using ESO's latest FES scenarios

6. Once assets at full capacity

7. And Scottish and Southern Electricity Networks, and SP Transmission

What we're advocating for

Ofgem's Connection Action Plan

- Aims to raise barriers to entry
- 'Connect or move' approach

Strategic Spatial Energy Plan

- Enables anticipatory approach to network planning
- Key role for the FSO

Planning reform and community benefits through the Transmission Acceleration Action Plan

- Shorten delivery of new transmission infrastructure to 7 years
- Strategic Spatial Energy Plan commitment
- Updated National Policy Statements; planning guidelines
- 'Minded to' position on community benefits

UK Electricity Distribution

Where we stand today

Exponential growth in generation & industry scale demand connections

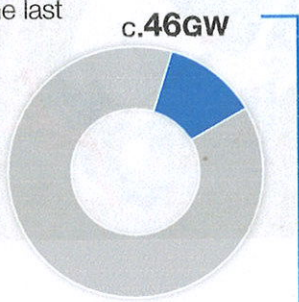
- **>156GW** of distribution projects in GB pipeline
- **c.46GW** in NGED pipeline
- **c.12GW** current installed capacity on network

Steady rise in demand connections

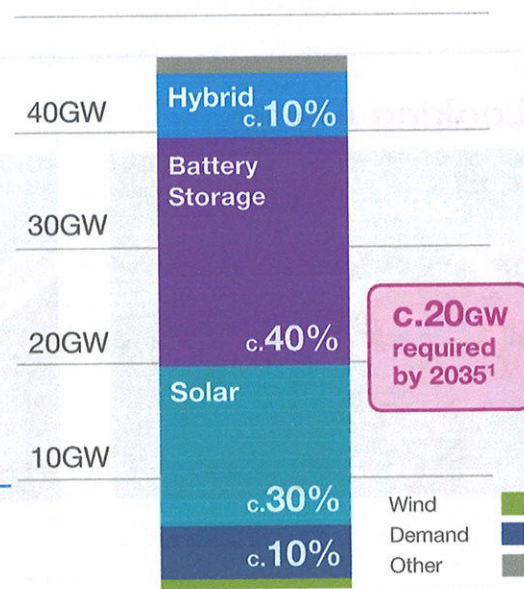
- **900%** increase in requests over the last 5 years
- **More EV charge points** connected in the last 2 years than all previous years combined
- **8x > EVs today** than 5 years ago
- **3x > heat pumps** than 2019

Capital Expenditure plans unchanged

- ED2 Forecast capex: **c.£7.5bn**³
- **c.£2.1bn**: new connections



Current NGED pipeline



Progress so far

Delivering connections HY24²

51

renewable generators

750

energy storage solutions

7.7k

EV chargers

3.5k

heat pumps

15.4k

solar installs

>700MW

installed so far

Connections reform progress

Delivering against ENA's⁴ 3-point plan

- **Queue management:** Removed 45 'zombie' projects or 1.2GW from the NGED pipeline where milestones not met
- **Streamline coordination with TO's and TSO:** 10GW of capacity released for clean generation via non-firm contract offers
- **'First ready, first connected':** approach has led to an average 5 years improvement in connection dates

Growing DSO capability

- Largest procurer of flexibility last year
- Expanding local network flexibility services

1. To meet UK Government's 2035 decarbonised electricity sector target. Based upon latest NGED projections using on DFES scenarios.

2. 1 April 2023 to 30 September 2023

3. Nominal capital expenditure across ED2 price control which runs from 1 April 2023 to 31 March 2028. Includes capex funded by contributions and uncertainty mechanisms

4. Energy Networks Association

Collaboration with key stakeholders to develop innovative solutions

Clearview connect:

- Consolidates and simplifies connections data for customers and developers. Enables customers:
 - to determine quickest and cheapest connection
 - to view potential timescales and contract terms

Self-serve connection products:

- 60% of EV charger applications approved in 2 seconds

Flexibility solutions:

- Equinox heat pump trial
 - Customers turn down heat pump usage during peak demand
- Exploring vehicle-to-grid opportunities to provide emergency power for vulnerable customers

Working with energy suppliers:

- Octopus Energy to perform upgrade and replacement works on heat pump fuses, speeding up connections



Looking Ahead

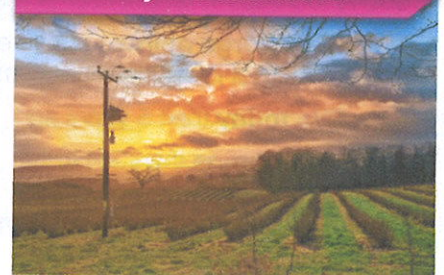
Focus on accelerating reforms



Delivering action needed at pace



Further collaboration with key stakeholders



Important notice

This document contains certain statements that are neither reported financial results nor other historical information. These statements are forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. These statements include information with respect to National Grid's financial condition, its results of operations and businesses, strategy, plans and objectives. Words such as 'aims', 'anticipates', 'expects', 'should', 'intends', 'plans', 'believes', 'outlook', 'seeks', 'estimates', 'targets', 'may', 'will', 'continue', 'project' and similar expressions, as well as statements in the future tense, identify forward-looking statements. This document also references climate-related targets and climate-related risks which differ from conventional financial risks in that they are complex, novel and tend to involve projection over long term scenarios which are subject to significant uncertainty and change. Furthermore, this document, which is provided for information only, does not constitute summary financial statements and does not contain sufficient information to allow for as full an understanding of the results and state of affairs of National Grid, including the principal risks and uncertainties facing National Grid, as would be provided by the full Annual Report and Accounts, including in particular the Strategic Report section and the 'Internal control and risk factors' section on pages 225 to 228 of National Grid's most recent Annual Report and Accounts for the year ended 31 March 2023, as updated by National Grid's unaudited half-year financial information for the following six month period. Copies of the most recent Annual Report and Accounts are available online at www.nationalgrid.com or from Equinix Limited. Except as may be required by law or regulation, National Grid undertakes no obligation to update any of its forward-looking statements, which speak only as of the date of this document. The content of any website references herein do not form part of this document.

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