

High Speed Rail (West Midlands to Crewe) Bill

National Grid Electricity Transmission PLC - Correction Note following hearing on 23 April 2019

National Grid wishes to clarify a comment made by Counsel at the Select Committee Hearing held on 23 April 2019. At that hearing, Counsel referred to the Viking Link Interconnector project as an example of where underground cables have been used in an area designated for its landscape value, namely the Lincolnshire Wolds Area of Outstanding Natural Beauty ('AONB'), indicating that the portion of the route outside the AONB was carried on an Overhead Line ('OHL'). In fact, the Viking Link Interconnector project is undergrounded along the length of the route and not only in the AONB. This is, however, a consequence of the use on that Interconnector Project of HVDC (high voltage direct current) technology, which is a different technology to that proposed in relation to Parkgate (where HVAC, high voltage alternating current is to be used, in common with the remainder of the National Electricity Transmission System) and to which different engineering considerations apply, justifying the use of undergrounding. Moreover, the interconnector project is one being developed by National Grid Ventures Limited ('NGVL'), which is a commercial developer and not part of National Grid's regulated business.

The point made can nonetheless be better illustrated by reference the following recent regulated National Grid HVAC schemes, in which undergrounding will be undertaken in designated areas or where there would otherwise be an impact on designated areas, whilst the remainder of the route will be carried on an OHL:

- The Hinckley Point C Connection Project in the south west of England, where a section of the route will be undergrounded where it passed through the Mendips AONB; and
- North Yorkshire Line, where a section of the route was placed underground south of Middlesbrough in order to avoid impacting upon key views into the North York Moors National Park.

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