



EAST RIDING

OF YORKSHIRE COUNCIL

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Paul Bell – Head of Economic Development and Communications

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Date: Friday, 6th October 2023

Dear Sir

Re The National Grid Electricity Transmission plc (Scotland to England Green Link 2) Compulsory Purchase Order 2023

I write in connection with the Scotland to England Green Link 2 project (“the Scheme”), on behalf of the East Riding of Yorkshire Council (“the Council”) in its capacity as a landowner potentially affected by the Scheme.

For the avoidance of doubt, the comments set out below are not made in any of the Council’s other statutory capacities, i.e. as a Local Planning Authority.

The Council recognises that schemes such this one form a vital part of the country’s move towards net zero, as well as helping to meet the increasingly urgent need for UK energy security. The Council declared its own climate emergency in February 2021 and so the aims of the Scheme align with wider East Riding of Yorkshire Council objectives and priorities.

Given this, the Council is broadly supportive of the principle of the Scheme and its officers have been in dialogue with National Grid Electricity Transmission plc (“the Developer”) and its agents for over two years. This ongoing negotiation has been conducted in the hope that any rights reasonably required by the Developer for its Scheme can be dealt with through private negotiation.

However, the rights now being sought under the CPO are considered to be excessive, unnecessary for the future operation and maintenance of the Scheme once constructed, and unduly onerous on the Council as a landowner. The Council therefore wishes to raise the following objections against the Scheme, which, for ease of reference, are set out according to the plot numbers referred to in the CPO Notice.

22/642 & 22/665

This land is part of a public right of way (PRoW) (the Etton Bridleway No. 5), which forms part of the Hudson Way – a popular walking and cycling route between the towns of Beverley and Market Weighton. No details of construction methodology are given for this part of the Scheme; however, major disruption to the PRoW should be avoided and the Council therefore asks that cables be laid by directional drilling in this area. This is in accordance with practice agreed on similar schemes elsewhere along the Hudson Way.

Alan Menzies
Director of Planning and
Economic Regeneration

45/1237, 45/1239, 45/1240 & 46/1255

Permanent rights of access are being sought over the Council's land in order to "access the Order Land and adjoining land". This is considered unreasonable for the following reasons.

1. The rights, if granted, will place an unnecessary burden on the Council's retained land and will sterilise the whole of the farm track over which they are being sought. This will be prejudicial to the Council's long-term leisure & tourism development plans for its Wilsthorpe Estate.
2. Such specific rights have not been deemed necessary for any of the similar schemes in which the Council has been an affected landowner. It is considered that, in common with other schemes of this nature, post-construction access can reasonably be gained along the easement corridor from the nearest public highway crossing. Conversely, the Council does not object to the taking of similar rights in relation to its estate at Skerne (Plots 33/926 & 33/927), where there are no long-term redevelopment plans that would be materially prejudiced.
3. With specific regard to Plot 46/1255, the right being sought arises from an existing PRoW – the Carnaby Bridleway No. 4; however, this is not an adopted public highway. Without additional rights being sought, it will be impossible for the developer and its agents to access Plot 46/1255 from the public highway some 200 metres to the north-west.

46/1251e, 46/1251f, 46/1251g

The Council objects to the access rights being sought for the following reasons.

1. Much of this route is adopted public highway. It is not clear why any access rights need to be sought given the more general principle of highway rights that exist here.
2. Plot 46/1251g runs through the Council's boat launch facility, which is operated by a licensee acting under the Council. Any access right, whether temporary or permanent, will have a seriously detrimental impact on the licensee's business, including increased security risks, as well as access difficulties and general nuisance caused to customers of the business. The seasonal and special nature of this business means that any disruption could have a catastrophic effect on its long-term viability. The Developer could quite easily avoid the boat launch compound altogether, taking a more direct route along the former public highway (now blocked off) to the slipway, which gives access onto the beach.

45/1251a & 46/1251b

The rights being sought are not defined in the Notice provided to the Council. See also in relation to Plot 46/1251c (below), which applies to these two plots.

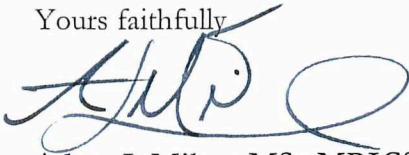
46/1251c

The principle of a permanent right of access over the beach is accepted. However, a precisely defined route is not appropriate given both the changing nature of the coastline in this area and the varying levels of public use, which are dependent on the season.

The Council is also aware that a general objection to the Scheme will be submitted jointly by the NFU and the local Land Interest Group, which comprises a number of land agents acting for owners affected by the Scheme, and of which the Council is an active member. At the time of writing, that joint objection had not been completed; however, the Council reserves the right to add its weight to some or all of the grounds of that objection in due course.

I should be grateful if you would note the foregoing points and give them due consideration when dealing with the application for this CPO. Should you require any further information in the meantime, please do not hesitate to contact me.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'A Milner', with a large, stylized flourish at the end.

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