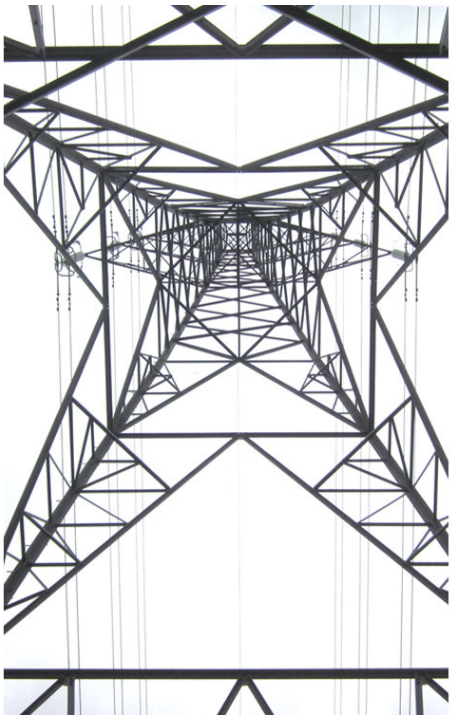
National Grid

North London Reinforcement Project

Preliminary Environmental Information Non-technical Summary



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National Grid

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Preliminary Environmental Information Non-technical Summary

AMEC Environment & Infrastructure UK Limited

April 2012

Report for

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Purpose of this Non-technical Summary

AMEC Environment & Infrastructure UK Ltd (AMEC) has been commissioned by National Grid to prepare an Environmental Statement as part of an Environmental Impact Assessment (EIA) of the North London Reinforcement Project (the Project). This project involves the upgrading of one of two existing 275,000 volts (kV) overhead lines between Waltham Cross and Tottenham substations and its operation at a higher voltage (400kV). National Grid, which is an international energy infrastructure business, that owns and maintains the national electricity transmission network in England (and Wales), is proposing this upgrade in the context of its statutory duty to develop and maintain an efficient, coordinated and economical system of electricity transmission.

This Non-technical Summary summarises a Preliminary Environmental Information Report, which has been prepared in support of the duty, under the *Planning Act 2008*, for National Grid to undertake consultation on the Project. National Grid is consulting with statutory and prescribed consultees as well as various other bodies, organisations and the public. This report provides information that has been gathered to date to inform the Environmental Statement.

The Project

The location of the proposed works and associated development is shown on Figure 1.1 and the Project involves the following transmission infrastructure.

- Upgrading the existing 275kV ZBC overhead line to 400kV from Waltham Cross substation to Tottenham substation (a length of approximately 14 kilometres). This will require that the existing 275kV wires be removed and replaced with 400kV wires which would be of a similar diameter. This will principally utilise the existing pylons with possible minor changes to the design of their insulators and some limited strengthening works (requiring some minor additional steelwork to be added to the existing pylons).
- An extension to the substation at Waltham Cross in order to provide a new 400kV Gas Insulated Switchgear (GIS) substation and to modify the connection between the overhead line and the new substation. The new substation will replace part of the existing 275kV substation at Waltham Cross.
- Replacement of two 275/132kV supergrid transformers at Brimsdown with two new 400/132kV supergrid transformers located both inside, and partially outside, the existing Brimsdown substation boundary, with underground cable connections between these new transformers and the existing substation and overhead line.
- Works to bypass Tottenham substation with a small section (approximately 550 metres) of underground cable in the Tottenham Marshes area.

National Grid is working towards submitting the formal application documents for the North London Reinforcement Project in Autumn 2012. If the application for development is successful, construction is anticipated to begin in early 2014, with the removal and replacement of the overhead wires taking place during 2015 and 2016. Works at the substation sites and at Tottenham Marshes would take place over different timescales between 2014 and 2016, with some elements of the works being programmed to avoid disruptions to power supplies.

The Project is defined as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act and therefore requires a Development Consent Order (DCO) from the successor body to the Infrastructure Planning Commission: the Planning Inspectorate's National Infrastructure Directorate[1]. The DCO will replace a number of consents formerly required for a project of this type.

The Need for the Project

National Grid has a statutory duty to develop and maintain an efficient, coordinated and economical system of electricity transmission. This includes a duty to connect new power stations which generate electricity to the transmission system via connection agreements.

Power supply for the London area is generally met by the import of electricity from distant power generators, for example those in the Thames Estuary area. Due to a predicted increase in demand for power in the Greater London region, there is a need to provide for increased power flow into London. To facilitate this increase, it is necessary to upgrade two existing overhead lines (which are identified by National Grid as the ZBC and VC overhead lines) to create one continuous route to carry this increased voltage and to upgrade the existing substations along the overhead lines at Waltham Cross, Brimsdown and Hackney. National Grid already has consent for the works to the VC overhead line and at Hackney substation.

Construction Activities

Overhead Line Works

The construction works involve replacing the wires on the existing pylons with ones of greater capacity, which involves the use of winches, situated in winching sites (see Figure 1.1) usually positioned at either end of a section (a section is normally six pylons but this varies depending on local conditions). The winches are then used to remove the existing wires by pulling them through temporary pulley blocks attached to the

[1] as under the Localism Act, the IPC was abolished on 01 April 2012

pylons. The same method is then used to pull through the new wires. When the correct tension has been achieved, the wires are attached to insulators and secured. In some instances it may be possible to use the existing insulators; elsewhere new insulators may be required which would not be substantially longer than the existing insulators.

The access routes to the temporary winching sites are shown on a series of drawings which are available on the project website[2]. These have been chosen to be as direct a route as possible, mindful of the need to minimise adverse environmental effects. Typically these routes take advantage of existing roads, tracks and hardstanding.

The replacement of the wires is scheduled to take place in two stages during 2015 and 2016. The works have to be implemented in two stages as the overhead line consists of two circuits which have to be worked upon separately. This means that one circuit would be switched off during 2015 (an outage) so that it can be replaced, but electricity would continue to flow along the other circuit. This happens in reverse in the following year.

Waltham Cross Substation

The construction of the new Waltham Cross GIS substation and decommissioning of part of the existing 275kV equipment would take approximately 34 months to complete (including commissioning/decommissioning), with the new substation scheduled to start operating in October 2016. Access to the Waltham Cross site would be via the existing substation access route from the B194 Holyfield Road on to Stubbins Hall Lane and through the Lee Valley Regional Park. Appropriate measures would be put in place to minimise the effects of the construction works on the Park and its users.

Brimsdown Substation

In order to maintain power supply requirements, it is not possible to replace both supergrid transformers (SGT 3 and 4) in their existing positions at Brimsdown. The new transformers would therefore be installed in different locations to the existing transformers and be connected to the ZBC overhead line during a short outage period. Once the new transformers have been fully commissioned, the existing transformers would be broken down into smaller pieces and removed from the site. In order to complete the works, a permanent extension to the substation is required on land immediately adjacent to the existing substation site boundary. There is an existing footpath which cuts through the proposed substation extension area. This would be permanently diverted around the site to the south-east.

The Brimsdown transformers currently connect to the ZBC overhead line at pylon ZBC 20 on land at Enfield Power Station belonging to E.ON. There are cable sealing end compounds either side of this pylon, which protect the overhead lines as they connect to underground cables which run into the substation to connect to SGTs 3 and 4. The new transformers also need to be connected to the ZBC overhead line and due to safety and engineering constraints the new connection will have to be made at pylon ZBC 19 instead. This means that new cable sealing end compounds are required at ZBC 19. The cable connection from ZBC 19 into Brimsdown must cross a small watercourse (Turkey Brook). Due to space constraints this would be achieved using a bridge to carry the cable across the brook, which will also provide vehicle access from the existing Brimsdown substation to the new cable sealing end compounds, thereby removing the need for a permanent access across the adjacent Prince of Wales Field.

Tottenham Substation/Tottenham Marshes

Tottenham substation will continue to operate at 275kV to supply key areas of London. The Project therefore involves diverting the upgraded 400kV line around the substation. This buried cable 'bypass' would connect together the ZBC and VC overhead lines, creating a single line that runs from Waltham Cross substation to Hackney substation.

In order to reduce the impact of the proposals on the Lee Valley Regional Park as much as possible, National Grid is progressing an option that would make use of land at the site of a bus depot adjacent to the substation. This would allow the bypass to be put underground. A new cable sealing end compound would be required on the bus depot land and a new pylon would have to be built to replace pylon VC 1 along with a cable sealing end compound on land owned by the Lee Valley Regional Park. However, this option can only be progressed if National Grid can successfully acquire the bus depot site.

Operating Hours of the Transmission System Equipment

Once completed, the upgraded overhead line and associated equipment would operate on a continuous (24 hour) basis, as is the case for the existing overhead line/equipment.

Planning Context

On 19th July 2011 the Secretary of State designated the Energy National Policy Statements under the provisions of Section 5(1) of the Planning Act which set out guidance to inform the decision- making process for Nationally Significant Infrastructure Projects. The Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Electricity Networks Infrastructure (EN-5) support this proposal and similar projects reflecting the need to achieve energy security.

[2] www.nationalgrid.com/northlondonreinforcementproject

The National Planning Policy Framework (NPPF) was published on 27th March 2012 during the preparation of this Preliminary Environmental Information Report. This set out the Government's planning policies for England and how these are expected to be applied. The NPPF replaces, with immediate effect, all Planning Policy Statements and Planning Policy Guidance. The Environmental Statement will reflect the changes in planning policy that are of relevance to the Project.

Traffic and Transportation

The potential effects of construction traffic are currently being considered, along with a quantification of the likely levels of construction traffic throughout the programme of works and the need for any improvement to existing accesses. As construction is a temporary process, it is probable that the assessment will conclude that significant effects are unlikely and this will be reported in the ES.

Once operational, the amount of traffic associated with the Project would be minimal and, therefore, unlikely to be significant as it will be comparable to the traffic generated by the operation and maintenance of the existing infrastructure.

Air Quality

During the construction stage, some activities, such as the site preparation and excavation works, have the potential to generate dust emissions due to the movement of spoil and plant around the site. However, these are short-term activities which can be appropriately managed by the adoption of best practice measures, which would be included in a Construction Management Plan (CMP) for the Project (for example by screening, enclosure and spraying of spoil stockpiles, rubble or construction materials close to sensitive receptors, clearing or damping down roadways and other areas on-site, and road sweeping/washing, where required).

The areas of construction activity are relatively remote from residential receptors and with the implementation of appropriate standard best practice measures, significant construction dust effects are unlikely to occur. The measures would also ensure the protection of site staff that would be closest to the on-going work activities.

Emissions from construction traffic would be minimal and the number of vehicles used during the construction period is unlikely to significantly affect air quality along the routes used. In addition, as the overhead line works progress, the construction traffic would move along the route and therefore only be temporarily at each location. The use of the Lee Navigation for transport of materials by boat (where possible) would also reduce the amount of road traffic. Emissions from construction vehicles are therefore unlikely to have an effect on the long term achievement of the appropriate air quality objectives and would not be significant.

Air quality effects from the upgrading of the overhead line and the operation of the infrastructure, once all works have been completed; have not been considered as these works are unlikely to result in significant effects on air quality.

Noise

During construction and upgrading activities, noise would be minimised wherever possible by the implementation of appropriate best practice measures. For example, manufacturers' recommendations with regards to noise would be adhered to and works would be carried out in accordance with the requirements of the relevant regulations. All construction activity would be undertaken during the proposed daytime working hours.

Noise from the temporary winching sites could affect local residents where they are in close proximity to the winching activity. However, of the eight winching sites along the ZBC route (see Figure 1.1), only one (ZBC 15 at Enfield Island) is close to residential receptors (even these are over 50m from the closest properties). In addition, the overhead line works at this location would be of a short duration (no more than 3-4 weeks in June 2015 and 2016) and take place during the daytime only. A temporary noise barrier would be constructed at this location to reduce noise from the winching activity.

At Waltham Cross, two existing transformers (which are generally the main source of noise at substation sites) are being removed and would not be replaced. The proposed new substation equipment would generate minimal noise and the substation is remote from noise sensitive residential receptors (the closest, Holyfield Hall Farm, being over 500m away). Therefore, overall noise levels from the operation of the substation are likely to reduce.

Overhead line wires are designed to operate quietly in dry weather conditions. For the ZBC overhead line a dry weather assessment has shown that, during the quietest times (with minimum night-time background noise levels), the noise levels produced by the overhead line are likely to be inaudible above the background noise levels.

All 400kV overhead transmission lines can produce audible noise under wet weather conditions due to physical processes resulting from the presence of water droplets on the surface of the wire. An assessment of the change in noise levels during wet weather conditions has shown that for properties within 200m of the overhead line, increases in noise during wet conditions would generally be difficult to perceive. A perceptible change in wet conditions is more likely within approximately 60m of the overhead line but this would depend on the background noise level in a particular area.

There would be no increase in noise from traffic flows associated with the long-term operation of the Project as operational traffic would be limited to routine checks of the infrastructure (as happens at present) and this would have no effect on overall traffic noise levels.

Biodiversity (Ecology)

The biodiversity assessment considers the potential effects of the Project on the following potential receptors:

- designated nature conservation sites (Lee Valley Special Protection Area [SPA]/ Ramsar site, comprising Walthamstow Reservoirs Site of Special Scientific Interest [SSSI[and Turnford and Cheshunt Pits SSSI, Chingford Reservoirs SSSI, Cornmill stream and old River Lea SSSI, Waltham Abbey SSSI, Springfield Park Local Nature Reserve [LNR], Lee Valley South Local Wildlife Site [LWS]. Lee Valley Site of Metropolitan Importance for Nature Conservation [SMINC], Prince of Wales Field Site of Local Importance for Nature Conservation [SLINC], Tottenham Marshes Site of Borough Importance for Nature Conservation [SBINC], Banbury Reservoir SBINC and 8 off site SBINC's and LWS);
- habitats (the River Lee and tributaries, on-site broadleaf woodland and other on-site habitats);
- species (notable breeding birds [song thrush, cuckoo, starling, house sparrow], all other breeding birds, grass snake, badger, bats (common pipistrelle, soprano pipistrelle, Nathusius' pipistrelle, Daubenton's, noctule), water vole, otter, hedgehog and legally protected/ notable invertebrates); and
- legally controlled plants (Japanese knotweed, giant hogweed, Himalayan balsam, goat's rue).

There is ongoing discussion with consultees (Natural England and the Lee Valley Regional Park Authority) over some of the environmental measures that would be adopted for biodiversity reasons; these include measures for habitat creation, restoration and enhancement works. These measures will be reported in the Environmental Statement once they have been confirmed along with measures that have been incorporated to prevent adverse effects on the existing ecological receptors described above.

Lee Valley South LWS, Tottenham Marshes SBINC, Lee Valley SPA/ Ramsar site and Lee Valley SMINC (Prince of Wales Field) have been taken forward for more detailed assessment, due to the potential for the Project to cause a significant effect on these sites, and by implication, on the conservation status of the Lee Valley Regional Park. The effects from the Project on the Lee Valley Regional Park would be offset by the proposed habitat creation and enhancement measures and would not be significant.

Landscape/Townscape and Visual

The assessment has looked at how the Project would affect the character of the landscape, landscape designations in the area, landscape elements (such as trees, hedgerows and open spaces) and people's views. There are no local landscape designations that required consideration at Waltham Cross or Tottenham. At Brimsdown, an Area of Special Character lies to the north-east of the substation boundary as defined by the Enfield Unitary Development Plan (UDP) (saved policies). The proposed works adjacent to tower ZBC 19 lie within this local landscape designation.

The potential effects of the Project that are being assessed comprise the following.

- Potential effects on landscape elements due to the permanent loss of broadleaved woodland within the boundary of the extended Waltham Cross Substation site, the loss of trees and scrub from within the Brimsdown site boundary, and the removal of grassland, trees and scrub at Tottenham Marshes.
- Short term effects on the character of the landscape/townscape during construction as a result of the loss of landscape elements (i.e. trees) and the commencement of a series of changes including the introduction of temporary features such as cranes, piling rigs, laydown areas and stockpiles allied with movement, activity and disturbance associated with construction.
- Potential effects on landscape/townscape character once the Project is operational due to the presence of new infrastructure associated with the completed Project and its operation (i.e. additional pylons, GIS substation and sealing end compounds) which has the potential to generate long term significant landscape and townscape effects on the character within and in close proximity to the site boundaries.
- Potential effects on the Lee Valley Area of Special Landscape Character which is a local landscape that is of high sensitivity to landscape change. Potentially significant landscape effects may arise from the introduction of two sealing end compounds at the base of pylon ZBC 19 near Brimsdown within the designated area.
- Potential effects on visual receptors during both the construction and operational stages. Changes may occur during the construction phase through the loss of existing features such as vegetation or the introduction of temporary features including machinery and vehicles or during the operational phase through the introduction of new features associated with the completed Project and its operation. Viewpoint analysis will form the core of the visual assessment and agreement has been reached with the relevant local planning authorities over the viewpoints that are to be used in relation to the different elements of the scheme.

The conclusions of the above assessments (which are underway) will be reported in the Environmental Statement.

Design measures to reduce visual effects, such as the colour of the GIS building and associated equipment at Waltham Cross, are under discussion but it is likely that:

- The colour of the outer cladding of the GIS building (both walls and roof sheeting), ancillary buildings and external module units (including GIB pipework) would be an appropriate shade of green to minimise contrast with the surrounding colours in the landscape.
- The 2.4m high palisade fence (around both the existing and the proposed substation area) would be green, again to minimise contrast with the surrounding colours in the landscape.
- External lighting would be designed to minimise visual intrusion outside the substation boundary. Furthermore, external lighting would only be utilised periodically when required for security or maintenance, or during site inspections.

Recreation

Along the majority of its route, the existing ZBC overhead line runs parallel and often in close proximity (generally within 0.5km) to three key recreational routes: the Lea Valley Walk, The Lee Valley Pathway and National Cycle Network Route 1 (which often, although not always, follow the same route and run alongside the River Lee Navigation). Similarly, the overhead line runs parallel, and often in close proximity, to the River Lee Navigation which generally lies no more than 0.5km from the existing ZBC overhead line. These recreational routes, which run in a north-south direction along the Lee Valley, together with additional Public Rights of Way and permissive routes within the area, serve a variety of recreational users.

A number of measures have been incorporated into the Project to reduce effects on recreational receptors. For example, temporary closures of footpaths during the construction works would generally last no more than 10 weeks and in many cases will be considerably shorter. Given the availability of alternative routes, which generally provide a similar user experience, and, in the case of ZBC 28-33, the provision of an alternative, floating, walkway/ferry, these effects are not likely to be significant

There is a small area adjacent to Waltham Cross substation (on National Grid's land) which is used as an informal car park by fisherman. During the construction works, this area would be required for laydown of construction equipment and would therefore not be available to the fishermen, who would need to use alternative parking areas located further to the north

At Brimsdown, a shared footpath and cycleway would be provided around the extended substation in order to replace the existing shared footpath and cycleway that would be permanently closed. In addition, a link would be created between the footpath along the railway embankment (to the south of the Prince of Wales Field) and PRoW No. 103.

At Tottenham Marshes, a temporary reduction in the size of the Open Space area would be required during the construction works. However, a significant area of Open Space would still be available to the public to the east of the works site. It would not cause any break in continuity of Open Space along the Lee Valley and would provide a similar visitor experience.

Historic Environment

The ZBC overhead line route passes through the Lee Valley broadly along the line of the River Lee (or Lea) and Navigation. There is evidence in the Lee Valley of Prehistoric through to early historic period occupation and much of the valley is classed as an Archaeological Priority Area (APA) by the Greater London Archaeological Advisory Service (GLAAS) as a result.

The proposed uprating works would not alter the scale or form of the existing electricity infrastructure for the overhead line (the substations are considered separately below) and all construction works would be temporary. As a result, there would be no significant effects on any listed buildings or scheduled monuments.

The area around Waltham Cross substation comprised, from at least the late nineteenth century, an area of agricultural fields on the edge of Holyfield Marsh, which was opened to extensive gravel extraction in the 1950s. Historic mapping suggests that not only the surrounding land but also the substation site itself was excavated during that time and finally backfilled in the early 1970s. The substation was constructed on this reclaimed land shortly before 1975 therefore no effects on the historic environment, in respect of potential direct effects on sub-surface archaeological remains are likely.

Brimsdown substation, near Enfield Lock, was constructed on land to the north of a (now dismantled) railway line in an area that was developed for industrial use in the 1860s. Prior to this the site was open fields on the edge of marshes. The land immediately to the north-east of the substation was developed early (in the late eighteenth century) as a result of the location of Enfield Lock on the Lee Navigation, itself built at the site of an earlier lock. The British Waterways Depot and later engineering yard was constructed here and, in 1804, the Royal Small Arms Factory was established to the north-west of the lock. The Enfield Lock area was designated as a conservation area in 1976.

The cable sealing end compounds at ZBC 19 would be built to a maximum height of around 9.5m and would be enclosed by a palisade fence. They would therefore be considerably lower in height than the adjoining ZBC 19 pylon which is approximately 41m tall. The construction of the cable sealing end compounds would have some effect on the character of the conservation area, as it would increase the land take associated with the electricity transmission system within the southern part of the designated area, with a corresponding slight reduction in the amount of

greenspace. However, due to the location of the proposed structures, the presence of screening vegetation and the proximity of the existing overhead line pylon and nearby Brimsdown Power Station the change in character would be limited.

Between 1943 and 1960, parts of Tottenham Marshes were used systematically as a rubbish tip. This raised the ground level across the marshes by as much as 2m locally. It is not known in what condition earlier land surfaces survive below the tipping, if at all. Neither is it clear from available records exactly which areas of the marshes were either officially or unofficially tipped on or to what extent. Archaeological evaluation trenching would be undertaken along the cable route on the eastern side of Pymme's Brook prior to the construction works. This would identify and record any surviving sub-surface archaeological remains and enable a mitigation strategy to be determined if necessary. Similarly, archaeological monitoring would be undertaken during excavation within the Enfield Lock Conservation Area. This would allow exposed features to be identified and recorded in advance of any disturbance to them.

Where temporary access works are required, trackway would be used where feasible to protect the underlying ground. In the event that it is not possible to use trackway, and excavation for the construction of a stone track is required, archaeological monitoring would be undertaken during excavation or soil stripping should any such works be coincident with an APA.

Land and Water Quality

In relation to the following issues, appropriate measures would be used to ensure no significant effects.

Surface water quality - Standard industry best practice measures for the protection of the water environment would be put in place during the construction works. These measures would be incorporated into the Construction Management Plan (as Method Statements) and would include the use of measures from appropriate Environment Agency (EA) and Construction Industry Research and Information Association guidance.

People and property - The sites will incorporate appropriate drainage schemes that would be designed to reduce run-off rates in accordance with the project Flood Risk Assessment, whilst also taking into account potential changes in rainfall from climate change. The bulk of surface run-off is expected to be from areas of hard standing in car parks and surrounding substation site buildings.

At Brimsdown and Waltham Cross substations, the scheme design includes areas of crushed stone/recycled concrete granular material, topped with chippings, which would provide a free draining surface (depending on the underlying soil conditions) which is not expected to generate surface run-off. In addition, site drainage would be installed around various locations at Waltham Cross to permit disposal of surface and foul water.

Flood Risk - All of the substations are located within either flood zone 2 or 3 (or both) and the introduction of new structures has the potential to displace flood water and so change the extent of the flood zone. In accordance with the NPPF a Flood Risk Assessment (FRA) for the Project is being completed. This will assess the risk of flooding to the substation sites and also the effect of the Project on flood risk in downstream areas, from all sources including rainfall, rivers, groundwater and drainage. The impact of climate change on flood risk will also be taken into account so that for the lifetime of the Project there is no change to flood risk areas.

Groundwater quality - Once pile designs are available, complete Foundation Works Risk Assessments (FWRAs) will be prepared for areas where piling is required (e.g. at Waltham Cross substation). These will be submitted for approval by the EA. Implementation of appropriate EA guidance for the control and prevention of water pollution on site would minimise the contaminants reaching the groundwater environment.

Soil resources - Soils would be stripped, handled, stored and reinstated using best practice procedures, in accordance with appropriate guidelines, such as Defra's 2009 Code of practice for the sustainable use of soils on construction sites. Where possible, tracked equipment would be used for construction work and traffic would be confined to designated routes to minimise compaction. If required, trackways would be used at winching sites in order to reduce compaction and destruction of soil resources.

Human health - Appropriate equipment would be used by construction workers to ensure no adverse effects on their health.

Electric and Magnetic Fields (EMF)

The electric and magnetic fields from the proposed uprated overhead line will be calculated using the conditions set out in DECCs Code of Practice 'Power Lines: Demonstrating Compliance with Public Exposure Guidelines'. The calculated EMF from the overhead line will be evaluated against UK Government guidelines to demonstrate compliance. This information will form an Appendix to the Environmental Statement.

Cumulative Effects

The corridor of the ZBC overhead line route supports a variety of land uses, dominated by open space associated with the Lee Valley Regional Park. The corridor is fringed by heavily built-up areas, which include areas planned for regeneration. However, at the time of writing, the only significant development proposals along the route relate to the Meridian Water development in Enfield Borough and the Thames Water proposed Deephams sewage works upgrade. The former is currently at the master planning stage with no indication of when construction might begin and the latter has been notified to the National Infrastructure Directorate as a proposed NSIP. Ongoing dialogue with Enfield Borough Council and Thames Water as to the timing of these developments and the Project works is proposed to manage any potential conflicts.

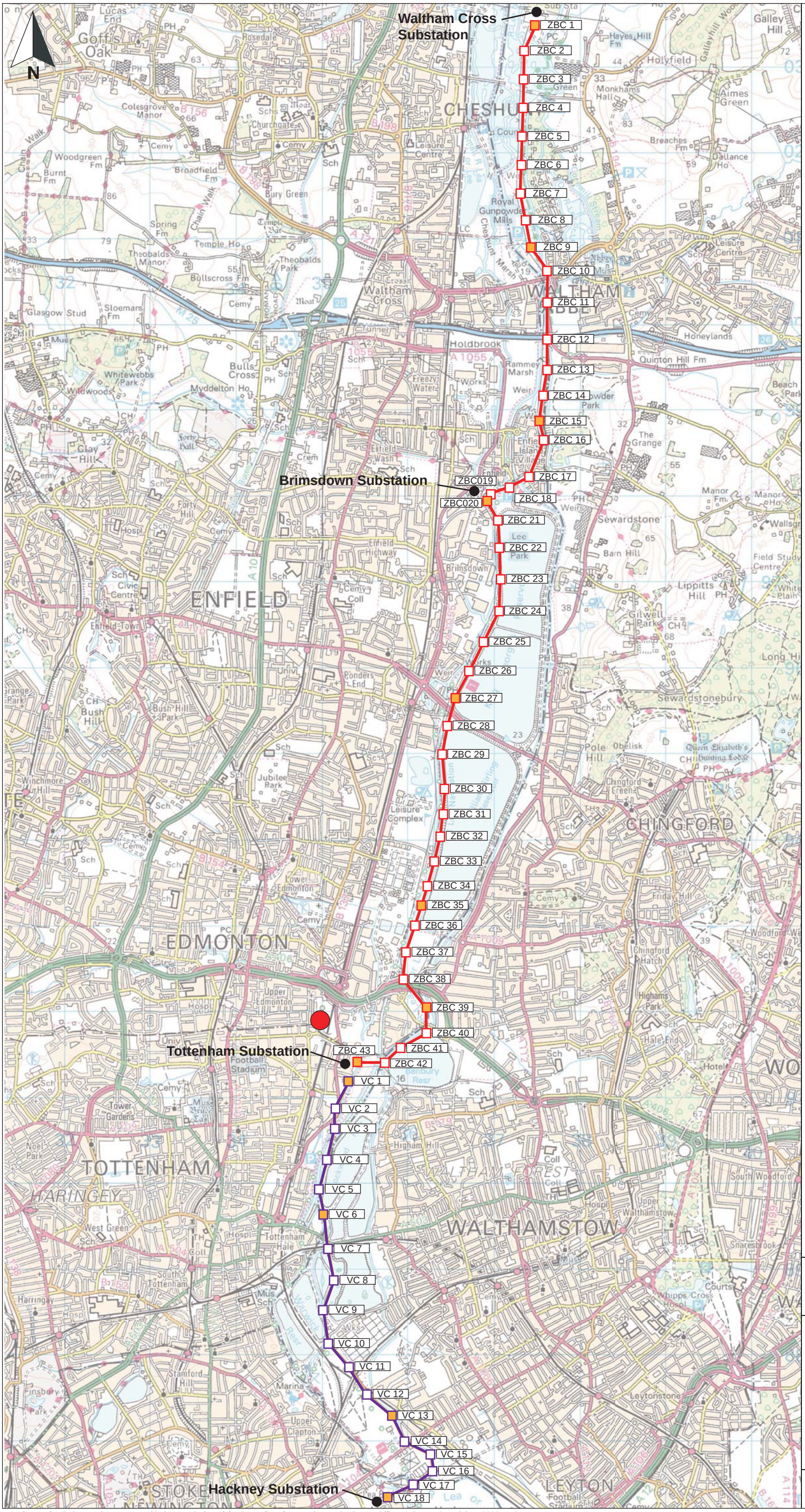
The potential cumulative effects of the upgrading of the VC overhead line are being considered in the Environmental Statement.

What Happens Next?

National Grid is seeking the opinion of statutory consultees and prescribed consultees as well as various other bodies, organisations and the public, in relation to the Preliminary Environmental Information. The responses received from this consultation exercise in relation to the Preliminary Environmental Information will be considered in the final preparation of the Environmental Statement that will accompany the Development Consent Order application to the Secretary of State.

As a part of the pre-application process, any representations on the proposals should be made in writing to North London Reinforcement Project, Local Dialogue LLP, FREEPOST NAT3717, London, SE1 2BR or by email to nationalgrid@northlondonreinforcement.com. Comments can also be submitted via a dedicated project telephone number 0800 319 6186.

The deadline for receipt of responses by National Grid is 3rd June 2012. Please quote “North London Reinforcement Project” in any correspondence.



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North London Reinforcement Project
PEI Report

Figure 1.1
Project Location and Overhead Line Routes

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