

Department for Energy Security and Net Zero
3-8 Whitehall Place
London
SW1A 2AW

Date: 26th October 2026

Dear Sir / Madam,

Subject: Brinsworth to Chesterfield – Section 37 application for the overhead line works relating to a new 400kV Substation on land at Long Lane.

Please find enclosed an application made on behalf of National Grid Electricity Transmission plc ('National Grid') to the Secretary of State for Energy Security and Net Zero (SoS) at the Department for Energy Security and Net Zero (DESNZ) for consent under Section 37 of the Electricity Act 1989 ('Section 37 application') for overhead line 'Tie In' works related to the proposed new Long Lane 400kV Substation on land near Brinsworth.

The application also applies for a direction pursuant to Section 90(2) of the Town and Country Planning Act 1990 ('Section 90 Direction') for deemed planning permission for these works and ancillary development including haul roads, laydown areas, crossing protection and maintenance access associated with the Section 37 works. Further details on the Section 90 Direction are provided within Appendix A.

This letter outlines the Section 37 application that National Grid wish to submit to DESNZ.

Context

National Grid is proposing to develop a new 400kV substation on land near Long Lane ('the Site') as part of the Brinsworth to Chesterfield reinforcement project ('the Project'), the purpose of which is to reinforce the electricity network, uprating the existing 275kV transmission in between Brinsworth and Chesterfield to operate as 400kV. The Project forms part of the National Grid 'Great Grid Upgrade'. The Great Grid Upgrade will enable the electricity grid to carry more clean energy from renewable sources to communities, homes and businesses in every part of England and Wales, helping the UK to reach net zero. The proposals will also increase the security and resilience of the UK's electricity network.

A separate Town and Country Planning Act 1990 (TCPA) application for the proposed 400kV substation was approved by Rotherham Metropolitan Borough Council (RMBC) on 19 August 2026 under planning application reference RB2025/1468 and deemed not an Environmental Impact Assessment (EIA) Development under EIA Screening Opinion Ref. RB2025/1472.

Consent for relevant 'Tie In' works is sought from DESNZ on behalf of the SoS under Section 37 of the Electricity Act 1989 (as amended). The remaining elements of the Scheme will be delivered under a combination of existing rights, exemptions, or permitted development.

Prior to the submission of this Section 37 application to the SoS, a Form B notice has been submitted to RMBC to obtain their observations on the proposals. The completed forms and response to comments raised are enclosed within this submission.

Section 37 Application

Description of Development

The overhead line 'Tie In' works at Long Lane that require Section 37 Consent is outlined below (noted pink on the accompanying drawing ref EDEU-WSP-OH70-LONL4-PLN-OC-00002 P04):

- Overhead line 4ZV is an overhead electric line between Long Lane and Chesterfield. Permanent turn ins measuring 685m in line length plus two towers require Section 37 consent.
- Overhead line 4ZV is an overhead electric line between Brinsworth B and Chesterfield. It is a temporary diversion that is required for longer than six months, measuring 753m in line length and comprising one temporary mast/ tower, so it will require Section 37 consent.

The total length of the overhead lines requiring Section 37 Consent at Long Lane is 1,438m.

Existing Rights, Exemptions and Permitted Development

As aforementioned, the remaining elements of the Scheme will be delivered under a combination of existing rights, exemptions, or permitted development. The following electric line works are considered exempt under Section 37(2) and therefore, deliverable as permitted development works under Class B(a) of Part 15 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as shown by red lines on the accompanying plan ref: EDEU-WSP-OH70-LONL-PLN-OC-000002 P04):

- Overhead line 4ZV is an overhead electric line between Long Lane and Chesterfield 1 and 2. New permanent overhead line measuring 164m in line length (including downloads) and one new terminal tower.
- Overhead line 4ZH is an overhead electric line between Brinsworth and Thorpe Marsh 1 and 2 (North East corner of site). New permanent overhead line measuring 416m in line length (including downloads), two new angle towers and one new terminal tower.
- Overhead line 4ZH is an overhead electric line between Brinsworth and Brinsworth B1 and B2. New permanent overhead line measuring 321m (including downloads) and one new terminal tower.
- An element of overhead line 4ZH between Brinsworth and Thorpe Marsh 1 requires a temporary diversion for less than six months, measuring 221m in length.

On the basis that the Scheme falls under Regulation 3(1) of The Overhead Lines (Exemption) (England and Wales) Regulations 2009, one exemption is proposed on the basis that the relevant works will be in place for a period of less than six months and do not exceed a distance of greater than 850m. Accordingly, the following elements of the Scheme are considered exempt (noted in orange on the accompanying plan ref: : EDEU-WSP-OH70-LONL-PLN-OC-000002 P04):

- Overhead line 4ZH is an overhead electric line between Brinsworth and Long Lane 1 and 2. Temporary turn-ins measuring 614m and one new angle tower are exempt from Section 37.

In addition, as shown on the same drawing ref EDEU-WSP-OH70-LONL4-PLN-OC-00002 P04, the proposed development shown in dark blue is proposed to be undertaken in line with Regulation 3(1)(e) of the Exemption Regulations:

- On overhead line 4ZH (Brinsworth to Thorpe Marsh) to install new permanent angle tower (114A) and 138m of new permanent overhead line which replaces an existing overhead line.

A total of 752m of overhead lines are proposed under the Overhead Line exemptions.

In order to facilitate the Scheme, there is a need to remove some existing overhead line and pylons, as outlined below. This removal does not require Section 37 consent:

- Removal of approximately 2.1km of existing overhead line, in two sections, predominantly to the north, west and south west of the proposed Long Lane Substation.
- Removal of towers between 4ZV187T to 4ZV193 (between Brinsworth and Chesterfield 1 and 2) and between 4ZH113T to 4ZH114T (between Brinsworth and Thorpe Marsh 1 and 2).

Submission Documents

This Section 37 application is supported by the following documents:

Document / Plan Title	Document / Plan Reference
Completed Application Form	-
Covering Letter	-
Completed Form B Response from RMBC	-
Completed Annex B Response from RMBC	-
EIA Screening Report	-
Environmental Appraisal Report	-
Environmental Appraisal Report Appendices	
Appendix A: Long Lane New Overhead Lines Glossary and Abbreviations	-
Appendix B: Methodology	-
Appendix C: Long Lane Overhead Works Plans, including:	-
Application Location Plan	EDEU-WSP-OH72-LONL4-PLN-OC-000001 P01
Overhead Works Plan (Sheet 1 and 2)	EDEU-WSP-OH70-LONL4-PLN-OC-000002 P04
Phased Overhead Works Plan (Sheet 1, 2, 3 and 4)	EDEU-WSP-OH70-LONL4-PLN-OC-000001 P03
Construction, Design and Management (CDM) Plan	EDEU-WSP-OH70-LONL4-PLN-OC-000003 P04
Appendix D: Long Lane Overhead Line Drawings	-
Appendix E: Type 1 Photographic Survey	-
Appendix F: Noise Impact Assessment	-
Appendix G: Construction Dust Assessment and Methodology	-
Appendix H: Arboricultural Survey Report	-
Appendix K: Excerpts from Appendix F of the new 400kV Long Lane Substation Environmental Appraisal Report	-

Appendix J: Long Lane Breeding Bird Report -

Appendix K: Flood Risk Assessment (FRA) -

EIA Screening

The Electricity Works (EIA) (England and Wales) Regulations 2017 apply to applications for consent under Section 37 of the Electricity Act. As the overhead line works would follow this consenting route, National Grid has taken account of the EIA Regulations and sought a Request for a Screening Opinion from RMBC on 19 June 2026.

RMBC provided its response to Form B consultation on 3 September 2026 (dated 2 September 2026) stating that the proposed overhead line works do not constitute EIA development.

A request for an EIA Screening Opinion has been submitted to DESNZ alongside the Section 37 application.

Consultation

Prior to making this Section 37 application, consultation has been undertaken with RMBC, Statutory Bodies and landowners, as part of the Form B process, while informal discussions around the application process have been undertaken with DESNZ as the determining authority.

Consultation with the Local Planning Authority

The Form B consultation is a mechanism by which the relevant local planning authorities can make a recommendation on Section 37 applications to the SoS. A Form B submission was prepared and issued to RMBC on 23 June 2026 which comprised a suite of documents to enable the Council to consider the proposed development in accordance with the Section 37 consenting process.

The submitted information set out the background to the Scheme, identified those elements requiring Section 37 consent, and provided supporting environmental and technical information to assist the Council's review. The submission included:

- A Covering Letter, outlining the different elements of the Scheme and its background as a feature of the wider Project.
- An EIA Screening Report which provided a screening assessment for all 'Tie In' works, including temporary lines and removals.
- Form B: RMBC was requested to assess whether the pink lines (as shown on the accompanying drawing: EDEU-WSP-OH70-LONL-PLN-OC-000002 P03) require consent under Section 37; and respond to Form B as to whether the Council wishes to object. Appendix A of Form B is where the Council was asked to consider whether an Environmental Impact Assessment (EIA) is needed.
- Annex B: The Council was also asked to give its opinion on lines (shown as orange and dark blue on the accompanying drawing EDEU-WSP-OH70-LONL-PLN-OC-000002 P03, which are considered as exempt from Section 37 under The Overhead Lines (Exemption) (England and Wales) Regulations 2009 (Annex B).
- Proposed Scheme drawings:
 - Location Plan: EDEU-WSP-OH72-LONL4-PLN-OC-000001 P01
 - Overhead Works Plan: EDEU-WSP-OH70-LONL4-PLN-OC-000002 P03
 - Phased Overhead Works Plan: EDEU-WSP-OH70-LONL4-PLN-OC-000001 P03

- CDM Plans: EDEU-WSP-OH70-LONL4-PLN-OC-000003 P01

RMBC provided their Form B response on 3 September 2026 (dated 2 September 2026). Their response indicated that they had no objection to the proposed Section 37 works, subject to conditions. The response from RMBC is considered within the EAR.

RMBC have confirmed that the two aforementioned lines fall within the scope of the Overhead Lines (Exemption) (England and Wales) Regulations 2009 (as amended). RMBC formally approved this by signing Annex B on 4 September 2026.

Copies of the Form B and Annex B responses are submitted as part of our Section 37 application. A summary of their comments and National Grid's response is provided within Appendix B, this includes a proposed resolution via conditions, if required.

Consultation with Statutory Bodies

As part of the Section 37 consenting process, National Grid submitted the EIA Screening Report, Form B, Annex B and relevant drawings to the statutory consultees. Comments on the Scheme were sought from the following statutory bodies on 23 June 2026:

- Environment Agency
- Natural England
- National Highways
- Historic England

The information provided to the statutory bodies at this time included a Cover Letter that gave an overview of the Form B process, a breakdown of the elements of the Scheme that would be consented under Section 37, and those that would be via Permitted Development and Exemptions. Details on what overhead lines and towers that would require removal were also included.

A response was received from all consultees; none of whom raised any significant objection to the proposed Section 37 Overhead Line Works or any likely significant environmental effects at that time.

A summary of the statutory body consultation responses and National Grid's response is provided within Appendix B, which includes a proposed resolution via conditions, if required.

Conditions

As aforementioned, the application applies for a Section 90 Direction for deemed planning permission for these works and ancillary development including haul roads, laydown areas, crossing protection and maintenance access associated with the Section 37 works, further details is within Appendix A. Appendix B of this covering letter provides National Grid's response to statutory consultees and suggested conditions. In addition to this, the EAR provides proposed planning conditions, where relevant.

Application Publicity

Statutory Notices, in accordance with Regulation 5 of the Electricity (Applications for Consent) Regulations (Publication of Notices of Application for Consent Under Section 37 of the Electricity Act 1989) will appear in the London Gazette for two successive weeks from 29 October 2026 and 5 November 2026 and the Rotherham Advertiser for two successive weeks from 5 November 2026 and 12 November 2026.

In accordance with sub-clause (2), the notices will describe, by reference to a map, the land over which the line is proposed to pass.

The Notices confirm that the map is available for inspection by members of the public in the following ways:

- Online at [Our proposals at Long Lane | National Grid](#)
- Hard copies of the map are available for inspection during opening hours at:
 - Riverside House, Main Street, Rotherham, S60 1AE
- Copies can be obtained by calling 0800 073 1047.
- Copies can be obtained by emailing a request to: Brinsworth-HighMarnham@nationalgrid.com

Tolerances

Pylons may be moved subject to limits where local constraints are identified prior to or during construction.

- Typical vertical limits of deviation: pylon height can be increased up to a maximum of 6m to suit the ground profile. No minimum for decreasing the pylon height.
- Typical lateral limits of deviation: 100m lateral limit of deviation; 50m conductor swing dependent on span length and variable lateral movement of pylon centre. Variable longitudinal movement of pylon centre constrained by vertical and lateral limits of deviation.

Application Fees

The application fee for the proposed overhead line works is as follows:

- 1 x overhead line with a nominal capacity exceeding 132kV: £902.50.
- 1 x Request for a formal screening opinion: £60.

Total: £962.50

It is considered that this submission to the SoS has been appropriately supplemented by technical appraisals in response to comments arising from the Form B process. Should the SoS consider it necessary, we respectfully suggest that she consults the relevant statutory bodies and stakeholders regarding their comments. Should you require any other information please do not hesitate to contact me.

Yours faithfully,

Emily Johnson
Principal Consultant – Town Planning
Email: emily.johnson@arcadis.com

Appendix A: Section 90 Direction and Proposed Planning Conditions

Section 90 Direction

The application applies for a direction pursuant to Section 90(2) of the Town and Country Planning Act 1990 ('Section 90 Direction') for deemed planning permission for these works and ancillary development including haul roads, laydown areas, crossing protection and maintenance access associated with the Section 37 works.

The scope of deemed approval comprises temporary and minor permanent works directly associated with the Section 37 Overhead Line Works. These are detailed in the accompanying CDM Plan (reference: EDEU-WSP-OH70-LONL4-PLN-OC-00003 P04) and includes:

- Accesses, including trackway matting and haul road access
- Temporary compound location and temporary construction rights
- 50m width working area along the overhead line alignment with tower laydown area (70m x 70m) and "Bowtie" machine pulling positions at tension tower locations
- Crossing protections (safety systems (e.g. net guards and support structures) installed at overhead line crossings to catch or contain falling cables and protect traffic, workers, and the public)
- Crossing protections along the haul road

Proposed Planning Conditions

- Construction Environmental Management Plan
- Construction Traffic Management Plan
- Soil Management Plan

Appendix B: National Grid's Response to Consultation Responses

Consultee	Summary of Main issues Raised	National Grid Response, including Proposed Resolution via Conditions
Natural England	Natural England can confirm that the development is not close to or within a Habitats Site, Site of Special Scientific Interest (SSSI) or protected landscape and we have no comments to make on this consultation.	This response is noted. An Environmental Assessment Report (EAR) has been prepared and forms part of this submission. Ecology baseline conditions and the environmental appraisal of the potential Ecology impacts associated with the construction and operation of the Scheme are provided within Section 3.2 of the EAR.
Historic England	Having reviewed the information provided, Historic England considers that there may be adverse impacts on the historic environment.	This response is noted. The EAR has appraised the impact to the historic environment within Section 3.4.
Environment Agency	Due to resource pressures we are no longer able to provide bespoke advice on screening opinions. We remain a statutory consultee for scoping opinions.	This response is noted. The EAR details the Water Resources and Flood Risk baseline conditions and the environmental appraisal of the potential Water Resources and Flood Risk impacts associated with the construction and operation of the Scheme within Section 3.6.
RMBC	<p>Ecology: No objections to scheme subject to relevant ecology conditions.</p> <p>Environment Agency: No comments.</p> <p>National Highways: Clarification is required on, construction traffic generation, including workforce, LGV, HGV and AIL movements; Construction traffic routing, including whether traffic would utilise M1 Junction 33; Temporary and operational access arrangements; Whether any new or amended access infrastructure is required; Temporary or permanent impacts on National Highways land and assets; Any easements, licences, wayleaves or other legal agreements required to facilitate the works; any oversailing requirements associated with the M1 corridor; and any traffic management measures, SRN closures, TTROs or road space booking requirements. National Highways also requested that</p>	<p>This response is noted. An EAR has been prepared and forms part of this submission. Ecology baseline conditions and the environmental appraisal of the potential Ecology impacts associated with the construction and operation of the Scheme are provided within Section 3.2 of the EAR. All control measures would be detailed within a Construction Environmental Management Plan (CEMP). It is envisaged that the CEMP will be subject to condition.</p> <p>The response for a Construction Traffic Management Plan (CTMP) is noted. It is proposed that the CTMP will be subject to condition and we will liaise with National Highways to discuss the content of the proposed condition.</p>

	a Construction Traffic Management Plan is secured via condition.	
National Highways	<p>Key requests to accompany a s37 application;</p> <ul style="list-style-type: none"> • National Highways land and assets: Identify any NH land, structures or assets affected by the works and confirm whether temporary possession or rights over NH land are required. • CTMP: Provide detailed construction traffic forecasts, routing strategy, access arrangements, compounds, traffic management measures, AIL movements and any requirements for lane closures, road closures or TTROs. The CTMP should be agreed with National Highways. • Construction programme: Provide a detailed programme showing phasing, durations, workforce numbers, traffic movements and peak construction periods. • Legal and asset protection matters: Clarify easements, wayleaves, licences, asset protection arrangements and the legal mechanism for any works affecting National Highways land or assets. 	The response for a CTMP is noted. It is proposed that the CTMP will be subject to condition and we will liaise with National Highways to discuss the content of the proposed condition.