

Survey Response Document

National Grid Consultation

Unconfirmed

#00001557

Consultation time frame January - March 2024

Overview

National Grid Electricity Transmission is consulting on proposals to build approximately 140 kilometres of new high voltage overhead electricity transmission line between Grimsby West and Walpole, including five new substations.

Grimsby to Walpole will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands, and facilitating the connection of planned offshore wind generation and interconnectors with other countries, allowing more energy from renewable and low carbon sources to be carried on the network.

Your feedback

We are seeking your views on our work to date. Your feedback is important in helping us to develop our proposals in more detail before our statutory consultation in 2025.

When we carry out further consultation, we will explain in an interim report how feedback from this first stage of consultation has shaped our plans and we will outline the key themes in the feedback from this first stage.

We will report on the feedback from each stage of public consultation, and provide your responses to your comments, in a Consultation Report that will be provided as part of our Development Consent Order application, which we are planning to submit in 2027.

You can provide feedback during this non-statutory consultation by completing this hard copy feedback questionnaire or the online version. You are welcome to answer all or only some of the questions in this feedback form, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation.

Supporting documents

We have published a set of consultation documents that will provide you with information on the Grimsby to Walpole proposals:

- [Project Background Document](#)
- [Strategic Options Report \(SOR\)](#)
- [Addendum to the Strategic Options Report](#)
- [Corridor Preliminary Routeing and Siting Study \(CPRSS\)](#)
- [New Walpole Substation Location Options Report](#)

These documents are available on our [website](#). If you wish to receive paper copies of these documents or need them in another format, please get in touch by:

freephone on 0800 0129 153

or

email at: contact@g-w.nationalgrid.com

(please note print charges might apply)

Please submit your response to this consultation by 11:59pm on 13 March 2024. We cannot guarantee that responses received after this time will be considered. Please return this feedback form to Freepost G TO W (no stamp or further address details are required) on an envelope.

1. Strategic Options

Our preferred strategic option is Grimsby West to Walpole via Weston Marsh. More detail on our work

to identify this as our preferred strategic option can be found in the [Strategic Options Report \(SOR\)](#) and [SOR Addendum](#) which outlines why the Grimsby to Walpole reinforcement needs to start in the Grimsby West area and the different end points and technologies that have been considered. This report can be accessed on our [website](#).

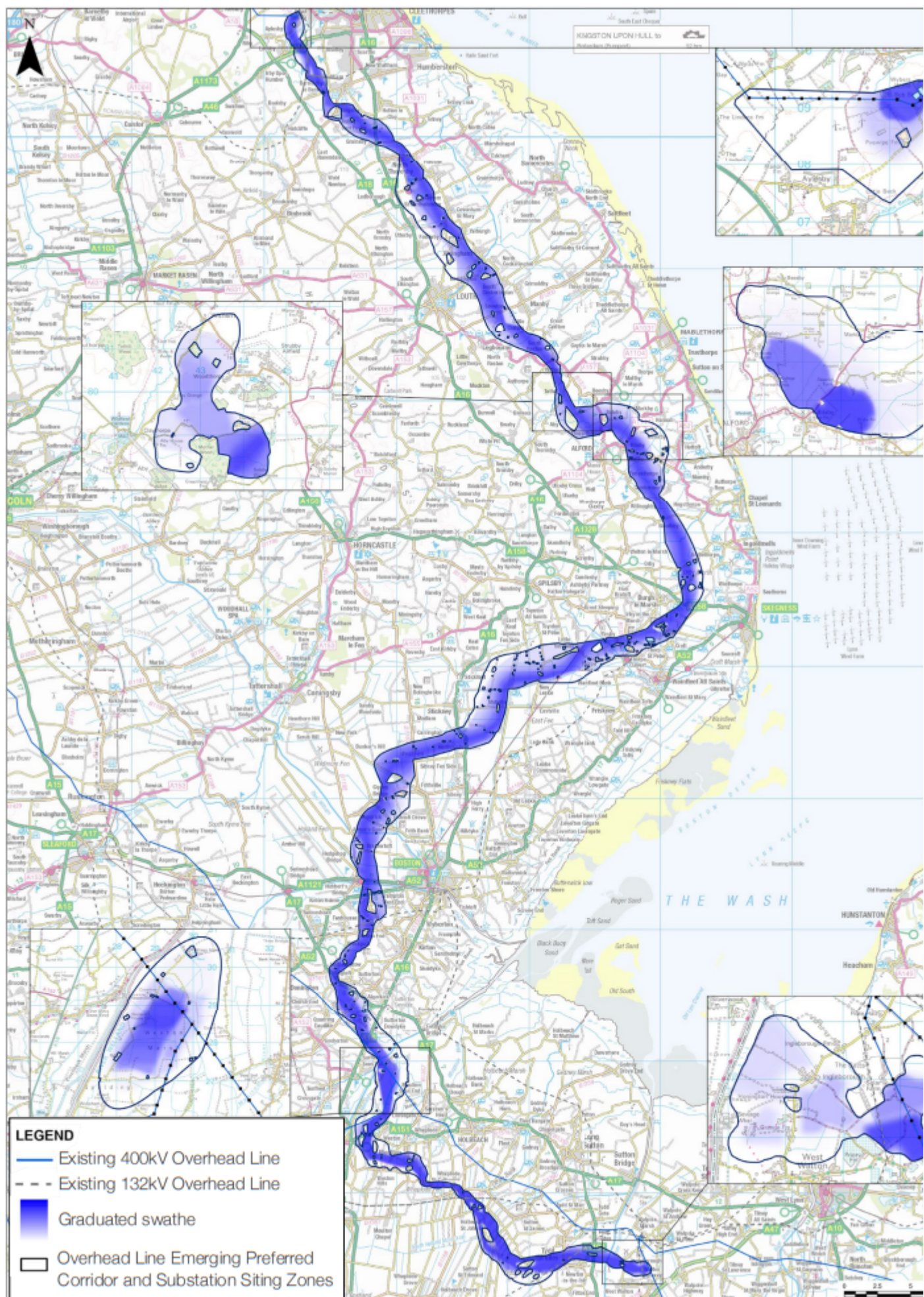
1a) Do you have any comments to make on our work to identify our preferred strategic option?

Answer:

Louth Town Council recognise that this is a needed infrastructure project but would prefer it were kept primarily offshore, secondarily underground.

Our Proposals for Grimsby to Walpole

This map shows a high-level overview of our emerging preferred corridor for the proposed new overhead line and substation siting areas. Find out more by referring to our [Project Background Document](#), visiting our [website](#), or attending one of our public exhibitions or [online webinars](#).



Emerging preferred corridor and graduated swathe

Following the selection of an emerging preferred corridor, we produced a 'graduated swathe' which indicates where the overhead line and substations could be located. This shaded area is darker where infrastructure is more likely to be located, when considering environmental factors and identified constraints. The swathe is lighter or has areas removed where infrastructure is less likely to be located or no infrastructure is currently proposed to be located.

Further information on how to interpret the graduated swathe is included in our [Project Background Document](#) and [Corridor and Preliminary Routeing and Siting Study](#).

We will be bringing forward more detailed proposals for further consultation, which we anticipate will be in 2025. For now, we would like to hear your thoughts about our preferred corridor, the graduated swathe and any considerations you would like us to take into account.

To help provide feedback on the area that is most relevant to you, we have divided our preferred corridor into 11 sections, spanning across the local authorities of Lincolnshire County Council, North East Lincolnshire Council, Cambridgeshire County Council, Norfolk County Council, West Lindsey District Council, East Lindsey District Council, Boston Borough Council, South Holland District Council, Fenland District Council and King's Lynn & West Norfolk District Council. These sections are labelled below, with detailed information available in our wider materials on our [website](#).

Please review our plans and areas of interest to you, and refer to specific locations in your feedback, where possible.

2. The Emerging preferred corridor

2a) We considered and assessed several options to select a preferred corridor. Do you agree with the emerging preferred corridor that has been identified for each section of the proposed route?

(Please refer to pages 32-33 in the [Project Background Document](#), which explains this process and for more information, please see the [Corridor Preliminary Routeing and Siting Report](#).)

Section 1: Grimsby West to Barnoldby le Beck

Answer:

Disagree

Section 2: Barnoldby le Beck to North Thoresby

Answer:

Disagree

Section 3: North Thoresby to Alvingham and Keddington

Answer:

Disagree

Section 4: Alvingham and Keddington to Tothill

Answer:

Disagree

Section 5: Tothill to Cumberworth

Answer:

Disagree

Section 6: Cumberworth to Burgh le Marsh

Answer:

Disagree

Section 7: Burgh le Marsh to Midville

Answer:

Disagree

Section 8: Midville to River Witham

Answer:

Disagree

Section 9: River Witham to River Welland

Answer:

Disagree

Section 10: River Welland to B1165

Answer:

Disagree

Section 11: B1165 to Walpole

Answer:

Disagree

2b) Please tell us the reason for your answer. Please also use this box to provide any comments you might have about the work we have done to identify our emerging preferred corridor

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

Louth Town Council disagrees because it feels that as a town the land in its environs should be pylon free and transmission should primarily be offshore or secondarily underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the Marsh to the Wolds, an Area of Outstanding Natural Beauty, both of which should be protected. Further, the Town Council understood that there were guidelines prohibiting the placement of a pylon within 50m of a residence. However, it has heard that these guidelines will not be adhered to and if this is the case it would question what other guidelines are being compromised.

3. The graduated swathe – sections

Our emerging preferred corridor has been split into 11 sections to make it easier for people to give feedback about any particular areas that they may wish to comment on. We are also seeking feedback on our emerging preferences for five substation locations: one at Grimsby West, two where the new connection substations are proposed near Alford, one at Weston Marsh near Spalding, and one at Walpole near Wisbech.

(Please refer to the [Project Background Document](#) from page 38. For more information, please also see the [Corridor Preliminary Routeing and Siting Report](#).)

3a) Are there any features or considerations that you think we should take into account when developing our plans?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

Louth Town Council supports the views of its neighbouring parish and town councils and objects because it feels that the land in its environs should be pylon free and transmission should primarily be offshore or secondarily underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the Marsh to the Wolds, an Area of Outstanding Natural Beauty, both of which should be protected. Further, the Town Council understood that there were guidelines prohibiting the placement of a pylon within 50m of a residence. However, it has heard that these guidelines will not be adhered to and if this is the case it would question what other guidelines are being compromised.

Options within the swathe

We welcome your comments on all sections. There are a number of instances along our emerging preferred corridor where we are considering different options for the potential routeing of the proposed new overhead line and substations. These locations are listed below. We would appreciate your views to help us with the next stage of development of our plans for Grimsby to Walpole.

Grimsby West Substation

(See pages 40-41 of the [Project Background Document](#), Chapters 9 and 15 of the [CPRSS](#) and the [emerging preferred corridor and constraints plans](#).)

Our emerging preference within the substation siting area is to locate the substation within and/or adjacent to the NGET landholding to minimise impacts upon the surrounding environment and make most use of land already in our ownership.

3b) Do you have a preference for the location of the Grimsby West substation within the siting area?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

Offshore.

Section 1: Grimsby West to Barnoldby le Beck

(See pages 40-41 of the [Project Background Document](#), Chapters 9 and 15 of the [CPRSS](#) and the [emerging preferred corridor and constraints plans](#).)

This section of corridor runs from the new Grimsby West substation to a point immediately east of the village of Barnoldby le Beck (south of Waltham Road). The route taken avoids a large number of receptors and is routed such to retain distance away from the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB). There is optionality to cross the two Northern Powergrid overhead lines by either crossing a proposed solar farm in the east or to the west over part of the existing solar farm to minimise the interaction with existing overhead lines.

3c) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 2: Barnoldby le Beck to North Thoresby

(See pages 42-43 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

The emerging preferred corridor runs south towards Briggsley. Due to the narrow nature of the corridor in this area, we are presenting two options for crossing the B1203, both north and south of Briggsley. Our emerging preference is to route to the north of the village to limit the overall length of the line needed and avoid the need for additional angle pylons in this section.

Once through this narrower area, the preferred corridor continues south east to the east of North Thoresby. The swathe shows our preference to route to the east within the corridor south of Briggsley to limit effects on the setting of the AONB.

3d) Do you have a preference for the new line to be located north or south of Briggsley? please tell us the reason for your answer.

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

3e) Please use this box to provide any other comments on this section of the route

Answer:

This area should be avoided and the route should be taken offshore.

Section 3: North Thoresby to Alvingham and Keddington

(See pages 44-45 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section of the emerging preferred corridor runs from east of North Thoresby, south of the B1201, to a point north east of Keddington and south west of Alvingham, south of Alvingham Road. Overall, our emerging preference in this section is to stay to the east of the corridor to increase the distance of the new overhead line from the AONB and to avoid crossing the Lincolnshire Wolds Railway

3f) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

Louth Town Council supports the views of its neighbouring parish and town councils and objects because it feels that the land in its environs should be pylon free and transmission should primarily be offshore or secondarily underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the Marsh to the Wolds, an Area of Outstanding Natural Beauty, both of which should be protected. Further, the Town Council understood that there were guidelines prohibiting the placement of a pylon within 50m of a residence. However, it has heard that these guidelines will not be adhered to and if this is the case it would question what other guidelines are being compromised.

Section 4: Alvingham and Keddington to Tothill

(See pages 46-47 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from a point north east of Keddington and south west of Alvingham, south of Alvingham Road, to a point immediately east of Tothill.

Our emerging preference in the north of this section is to stay to the west of the corridor to avoid properties along Louth Road and a narrow area associated with properties and farms. Once south of here, the swathe takes the shortest, straightest route across the B1200, west of Manby Showground to provide greater separation from the AONB and North Reston Farm Airfield.

3g) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

Louth Town Council supports the views of its neighbouring parish and town councils and objects because it feels that the land in its environs should be pylon free and transmission should primarily be offshore or secondarily underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the Marsh to the Wolds, an Area of Outstanding Natural Beauty, both of which should be protected. Further, the Town Council understood that there were guidelines prohibiting the placement of a pylon within 50m of a residence. However, it has heard that these guidelines will not be adhered to and if this is the case it would question what other guidelines are being compromised.

Lincolnshire Connection Substations (LCS) A and B

(See pages 48-49 of the [Project Background Document](#), Chapters 9 and 15 of the [CPRSS](#) and the [emerging preferred corridor and constraints plans](#).)

This section of the emerging preferred corridor runs from a point immediately east of Tothill to a point west of Cumberworth. Opting for a route south of Woodthorpe Hall Golf Course reduces the overall length of new overhead line, avoids more angle pylons and maximises use of Mother Wood as a visual screen. In this area the route passes through the two LCS siting areas dealt with separately in questions 3h and 3i.

The [SOR](#) and [SOR Addendum](#) identified that two LCS will be required to ensure necessary system resilience, to manage security risk and to ensure the most efficient solution for both the system and the community to maintain compliance with National Electricity Transmission System Security and Quality of Supply Standards. The northernmost substation is referred to as LCS A and the southernmost is referred to as LCS B.

The corridor for the overhead line splits in two in the northern part of this section, east and west of Greenfield Wood/ Mother Wood. The swathe shows our current preference to route east of the woodland and south of Woodthorpe Hall Golf Course. Opting for a route south of Woodthorpe Hall Golf Course reduces the overall length of the new overhead line, avoids more angle pylons and maximises use of Mother Wood as a visual screen, given our emerging preference for the location of LCS A.

The overhead line would then route directly east, south of Saleby, before heading south east, passing Bilsby to the east.

The siting area for the LCS A substation covers an area north and west of Woodthorpe, east of Claythorpe and east of Greenfield Wood/ Mother Wood.

Our emerging preference within the substation siting area is to locate the LCS A to the south east, adjacent to Mother Wood.

3h) Do you have a preference for the location of the Lincolnshire Connection substation A within the siting area?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

The siting area for the LCS B substation is located to the north of Bilsby, east of Saleby and west of Huttoft.

The preferred location for the LCS B substation is north of Bilsby, as shown by the swathe.

Our emerging preference within the substation siting area is to locate LCS B to the east of the A1111, between Bilsby and Asserby.

3i) Do you have a preference for the location of the Lincolnshire Connection substation B within the siting area?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 5: Tothill to Cumberworth

(See pages 48-49 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs immediately east of Tothill to west of Cumberworth and includes proposed areas for the location of the two Lincolnshire Connection Substations (LCS).

3j) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 6: Cumberworth to Burgh le Marsh

(See pages 50-51 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from a point west of Cumberworth to a point east of Burgh le Marsh south of the A158.

The route here aims to avoid scattered receptors as much as possible before crossing the A158, staying west within the corridor to avoid other built and proposed energy infrastructure projects. There is some optionality retained to potentially cross the A158 further to the east although this is less preferable.

3k) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 7: Burgh le Marsh to Midville

(See pages 52-53 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs west from east of Burgh le Marsh, south of the A158, to the west of Midville, south of Fodder Dike.

Given complexity of routeing at High Lane and Croft Lane, south of Burgh le Marsh, our emerging preference is a route in the northern part of the corridor, through the Hollies Solar Park and Wind farm. This is to maintain distance from the existing 132 kV overhead line in this area to reduce impacts on residential properties.

The route then runs parallel to the Poacher railway line, crossing it north east of New Leake, before continuing south west and turning south at Midville. This is the shortest, straightest approach through the corridor in this area of the section.

3l) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 8: Midville to River Witham

(See pages 54-55 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from west of Midville, south of Fodder Dike, to a crossing of the River Witham between Langrick Bridge and Anton's Gowt. In this part of the section, properties, farms and businesses are well spaced, allowing the shortest, straightest route to be taken.

From Midville, the overhead line would continue south, before turning west at Hobhole Bank to Sibsey Northlands, where the route aims to avoid scattered properties. Heading south from here, our preference is to stay west within the corridor to allow for a shorter, straighter route to minimise the number of angle pylons and avoid properties along West Fen Drain.

3m) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 9: River Witham to River Welland

(See pages 56-57 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from a crossing of the River Witham between Langrick Bridge and Anton's Gowt to a crossing of the River Welland between Spalding and The Wash.

From the River Witham, the corridor heads directly south. At New Hammond Beck, the corridor splits in two, running to both the east and west. As shown by the swathe, our emerging preference is to route to the west of the corridor to avoid more properties in the east part of the corridor and reduce potential visual impacts.

From here, the remainder of this section is relatively unconstrained. The corridor continues south, taking a route west of Wigtoft to maximise the distance from environmentally designated sites around The Wash. From here, the route runs south east towards the River Welland, beginning to parallel the existing 400 kV overhead line near Risegate Eau to minimise visual impact.

3n) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Weston Marsh Substation

(See pages 58-59 of the [Project Background Document](#), Chapters 11 and 15 of the [CPRSS](#) and the [emerging preferred corridor and constraints plans](#).)

The proposed siting area for the Weston Marsh substation is located at the 'tee' point of the existing overhead line and the overhead line connecting to Spalding power station.

Our emerging preference within the substation siting area is to locate the substation in the centre of the siting area to limit the spread of infrastructure, limit the amount of work required to the existing overhead lines and provide increased operational flexibility.

3o) Do you have a preference for the location of the Weston Marsh substation within the siting area?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 10: River Welland to B1165

(See pages 58-59 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from a crossing of the River Welland between Spalding and The Wash, to a crossing of the B1165 north west of Whaplode St Catherine. Our preference through most of this section, as shown by the graduated swathe, is to follow the shortest, straightest route to minimise the number of angle pylons.

Following this, the route continues to head south, west of Weston and east of Spalding, crossing of the A151. From here, the corridor continues east, crossing the B1165 where the corridor narrows to reduce the potential impact to the west and avoid properties to the east.

3p) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

New Walpole Substation

(See pages 60-61 of the [Project Background Document](#), Chapters 12 and 15 of the [CPRSS](#) and the [emerging preferred corridor and constraints plans](#).)

The Walpole substation siting area is located north of West Walton.

Our emerging preference within the substation siting area at Walpole is to locate the substation to the south east of the siting area due to its position on/adjacent to the existing 4ZM 400 kV overhead line, reducing the required deviations of this overhead line and limiting the spread of impacts into the surrounding environment.

3q) Do you have a preference for the location of the New Walpole substation within the siting area?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

Section 11: B1165 to Walpole

(See pages 60-61 of the [Project Background Document](#) and the [emerging preferred corridor and constraints plans](#).)

This section runs from a crossing of the B1165 north west of Whaplode St Catherine to the new Walpole substation (which the overhead line would connect into). The new Walpole substation is proposed to be located near to the existing 400 kV overhead line, north of Walton Highway.

From the B1165 the route would continue east, taking the most direct route to limit the amount of infrastructure (and angle pylons) within the landscape.

At South Holland Main Drain, the corridor splits in two. The swathe shows our preference for the eastern route to allow for the most direct route and to minimise the number of angle pylons.

Our preference within the corridor is then to continue east towards the River Nene using the northern of the three routes south west of Tydd St Giles.

At the River Nene, the corridor again splits in two. Our preference is to use the southern route to provide separation from the Wisbech Gas Compressor Station. The corridor then crosses the River Nene, continuing east towards the new Walpole substation (which the overhead line would connect into).

The Walpole substation siting area is located north of West Walton. Our emerging preference is to locate the substation to the south east of the siting area, adjacent to the existing 400 kV overhead line to reduce the required deviations of this overhead line and limit the spread of impacts into the surrounding environment.

3r) Do you have any comments about this section of the route?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

This area should be avoided and the route should be taken offshore.

4. Other requirements

Associated works and other aspects

Alongside the proposed new overhead line network reinforcement, additional land will also be required to build and reduce the potential impacts of the proposed reinforcement. These include, but are not limited to, the following:

- temporary land for construction activities including working areas for construction equipment and machinery, site offices, welfare, storage and access; and
- land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process and Biodiversity Net Gain.

Details about those aspects are still to be developed. More information will be provided in a further round of consultation, which we expect to hold in 2025.

4a) Do you have any general comments about these aspects at this stage that you would like us to consider?

If your feedback relates to a specific location, or any features we should look to avoid, please reference this here.

Answer:

- 1) Compensate and make good the land,
- 2) Wherever possible, use local contractors and employment for local economic benefit.

5. Refining our proposals

Alongside reviewing and considering consultation feedback, we will carry out further assessments to help us decide where we could locate new infrastructure within the preferred corridor and graduated swathe

5a) Is there anything we could do to reduce the effects of a new overhead line?

Answer:

- 1) Produce 'mock up' images of different styles of pylons on the local landscape - so that the impact can be visually assessed.
 - 2) Consider wildlife/birds.

5b) Are there any other considerations we should take into account when developing our proposals?

Answer:

Better and local focused graphics (AI generated for example) of specific route views and visual impact of differing types of pylons.

Community Grant Fund

National Grid Electricity Transmission has a Community Grant Fund available to charitable and not-for-profit

organisations to apply for funding for community-based initiatives in locations where our works are taking place. You can read more about that [here](#).

5c) In addition to our Community Grant Fund, are there other ways in which you would wish to see local communities benefit from hosting new electricity transmission infrastructure?

Answer:

N/A

6. Our consultation

Please let us know your views on the quality of our (printed and online) consultation materials, our face-to-face consultation events, how we have notified people about our proposals, and anything else related to this consultation.

6a) Please let us know how you heard about this consultation by ticking one or more of the following boxes:

Answer:

Saw social media coverage
Word of mouth
Other - 'Email from another Parish Council'

6b) Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand:

Answer:

Agree

Reasons for answer.

Answer:

1) Should produce a summary that is less detailed, the detail in the existing documents is overwhelming to some.
2) Consult a little further into the communities, beyond the current 2km area.

6c) Please rate how well this consultation was promoted and advertised to the public:

Answer:

Disagree

Reasons for answer.

Answer:

Promotion was not over a wide enough area for an effective consultation.

6d) Did you attend one of our face-to-face or online consultation events?

Answer:

Yes, online

6e) How informative did you find our consultation events and/or our consultation materials?

Answer:

Very informative

6f) Do you have further comments about our consultation process or anything we can improve about our consultation?

Answer:

As before, the area consulted around the route should have been wider.

7. Additional questions – net zero

Grimsby to Walpole will support the UK's net zero target by reinforcing the electricity transmission network between the north of England and the Midlands, and facilitate the connection of planned offshore wind generation and interconnectors with other countries, allowing clean green energy to be carried on the network.

7a) Given the goal to deliver net zero carbon emissions in the UK by 2050 and the need to facilitate the connection of new renewable generation in the region, to what extent do you agree with the identified need for Grimsby to Walpole (as described on pages 20-24 in the Project Background Document, and also in the Strategic Options Report and the Addendum to the Strategic Options Report)?

Answer:

7b) Please use this space, if you wish, to expand on the reason for your answer.

Answer:

**7c) How concerned are you about the following? Please tick as relevant:
The effect of climate change/global warming on your life.**

Answer:

The effect of climate change/global warming on the lives of future generations.

Answer:

7d) To what extent do you agree or disagree with each of the following statements?

The UK meeting its target of net zero carbon emissions by 2050 is important to you.

Answer:

With the growth of renewable energy generation and interconnection in the North of England, reinforcing the network to transport this energy to where it is needed most, is important.

Answer:

Having domestic energy sources and the associated infrastructure will help increase the UK's energy security.

Answer:

Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.

Answer:

7e) Please use this space, if you wish, to expand on the reason for your answer.

Answer:

8. Equality and diversity

National Grid would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements.

We may publish a summary of the results, but no information about an individual would be revealed. The answers you provide to this question are defined as 'special category data'. If you agree to provide Equality and Diversity information, you can withdraw your permission at any time. To withdraw your details, please contact us via email at:

contact@g-w.nationalgrid.com

If you wish to receive consultation documents in hard copy, or in another format, please send us a request using the details provided within this response form and National Grid will organise for relevant materials to be issued.

1. What is your gender?

Answer:

2. Do you consider yourself a person with a disability?

Answer:

3. How would you describe your ethnic background?

Answer:

4. What is your age?

Answer:

9. Further comments

Please provide any further comments you would like to add

Answer:

Data privacy notice

National Grid is committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR).

How will National Grid use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including:

- to analyse your feedback to the consultation
- to produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the Report)
- to write to you with updates about the results of the consultation and other developments
- to keep up-to-date records of our communications with individuals and organisations.

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- National Grid
- the Planning Inspectorate (which will consider our application for consent to build the Grimsby to Walpole reinforcement – any details published as part of this process will be anonymised)
- the Secretary of State (who will take the decision on our application)
- our legal advisers
- consultants working on the Grimsby to Walpole.

What rights do I have over my personal data?

Under the terms of the UK GDPR you have certain rights over how your personal data is retained and used by National Grid. For more information, see our full [data privacy statement](#).

About You

How would you describe your interest in Grimsby to Walpole?

Answer:

Statutory organisation (please specify in the text box below)

What is your affected Postcode?

Answer:

LN11 9AJ

Would you like us to keep you updated about our proposals via email?

Answer:

Yes

Respondents Details

First name

Lynda

Last name

Phillips

Email address

clerk@louthtowncouncil.gov.uk

Organisation name

Louth Town Council

Demographic Data

IP Address

90.217.84.18