

North Humber to High Marnham

# Stage one consultation feedback form

June-July 2023



## Overview

National Grid Electricity Transmission is consulting on proposals to build a new high voltage overhead electricity transmission line between a new substation that is needed near our existing Creyke Beck substation to the north of Hull and a new substation at High Marnham in Nottinghamshire.

The North Humber to High Marnham proposals 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.

Our proposals include building approximately 90 kilometres of new 400,000 volt (400 kV) overhead electricity transmission line between a new 400 kV substation that is needed near our existing Creyke Beck substation to the north of Hull and a new 400 kV substation at High Marnham in Nottinghamshire in the Trent valley.

## 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 2024. All feedback received will be recorded and reported in our final Consultation Report, including how we have had regard to your comments.

You can provide feedback during this stage one (non-statutory) consultation by completing this hard copy feedback form or online. 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.

These documents are available on our website [nationalgrid.com/nh-hm](https://www.nationalgrid.com/nh-hm). If you wish to receive paper copies of these documents or need them in another format, please get in touch by freephone on **0800 051 4430** or by email at [contact@nh-hm.nationalgrid.com](mailto:contact@nh-hm.nationalgrid.com) (please note print charges may apply). An online version of this form can also be submitted via our website.

**We have published a set of consultation documents that will provide you with information on the North Humber to High Marnham proposals:**

- Project Background Document
- Strategic Options Report
- Corridor Preliminary Routeing and Siting Study.

Please submit your response to this consultation by **11:59pm on 27 July 2023**. We cannot guarantee that responses received after this time will be considered. To return this feedback form free of charge, please write **Freepost NH to HM** (no stamp or further address details are required) on an envelope.

## About You

Title:  First name:

Surname:

Organisation/group (if responding on behalf of organisation):

Address:

Postcode:

Email address:

Please tick here if you would like us to keep you updated about our proposals via email

### How would you describe your interest in North Humber to High Marnham?

- Local resident
- Local representative (e.g. Councillor, MP)
- Landowner or tenant/occupier within the preferred corridor
- Local business owner
- Local interest group member (if so, please name)
- Statutory organisation (please specify in the text box below)
- Other (please specify)

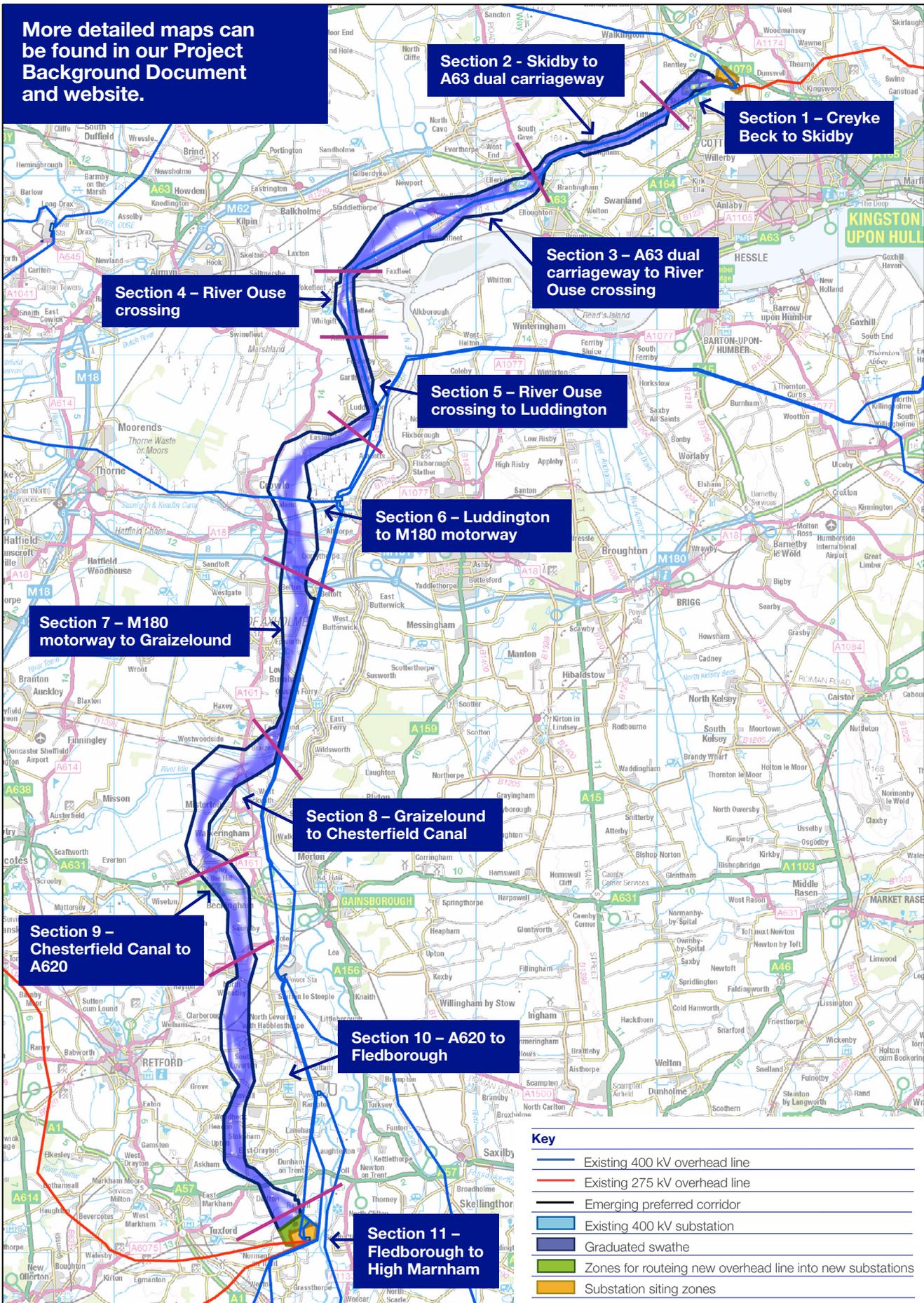
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## 1. Strategic options

Our preferred strategic option is North Humber to High Marnham. More detail on our work to identify this as our preferred strategic option can be found in the Strategic Options Report which outlines why the North Humber to High Marnham reinforcement needs to start in the Creyke Beck area and the different end points and technologies that have been considered. This report can be accessed at [nationalgrid.com/nh-hm](https://nationalgrid.com/nh-hm).

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

# Our proposals for North Humber to High Marnham



## 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 alignment could be routed. This shaded area is darker where an alignment is more likely, when considering environmental factors and identified constraints, and is lighter where it is less likely. This swathe remains indicative until more detailed assessment work is done.

We will be bringing forward more detailed proposals for further consultation, which we anticipate will be in 2024. 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 (as shown by the map on page 3 of this form), spanning across the local authorities of East Riding of Yorkshire, North Lincolnshire, Bassetlaw and Nottinghamshire County. These sections are labelled below, with detailed information available in our wider materials on our website [nationalgrid.com/nh-hm](https://nationalgrid.com/nh-hm).

**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

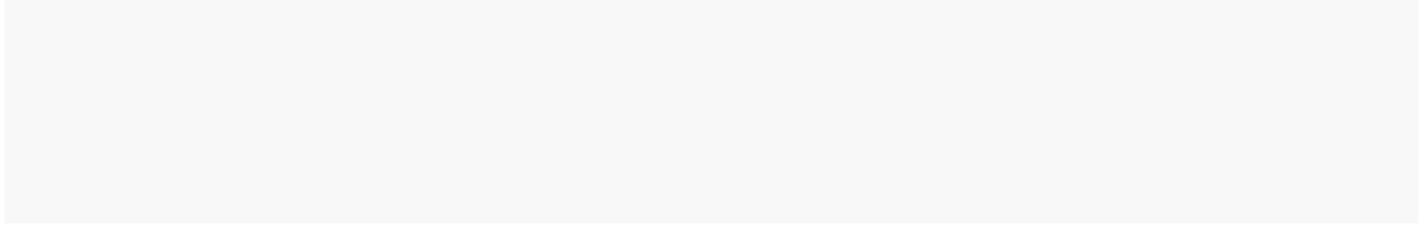
**2a) We considered and assessed several options to select a preferred corridor. Do you agree with the emerging preferred corridor that has been identified for each section of the proposed route?**

(Please refer to pages 32-35 in the Project Background Document, which explains this process and for more information, please see the Corridor Preliminary Routeing and Siting Study)

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
<b>Section 1:</b> Creyke Beck – Skidby	<input type="checkbox"/>				
<b>Section 2:</b> Skidby – A63 dual carriageway	<input type="checkbox"/>				
<b>Section 3:</b> A63 dual carriageway – River Ouse crossing	<input type="checkbox"/>				
<b>Section 4:</b> River Ouse crossing	<input type="checkbox"/>				
<b>Section 5:</b> River Ouse crossing – Luddington	<input type="checkbox"/>				
<b>Section 6:</b> Luddington – M180 motorway	<input type="checkbox"/>				
<b>Section 7:</b> M180 motorway – Graizelound	<input type="checkbox"/>				
<b>Section 8:</b> Graizelound – Chesterfield Canal	<input type="checkbox"/>				
<b>Section 9:</b> Chesterfield Canal – A620 east of North Wheatley	<input type="checkbox"/>				
<b>Section 10:</b> A620 east of North Wheatley – Fledborough	<input type="checkbox"/>				
<b>Section 11:</b> Fledborough – High Marnham	<input type="checkbox"/>				

**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.



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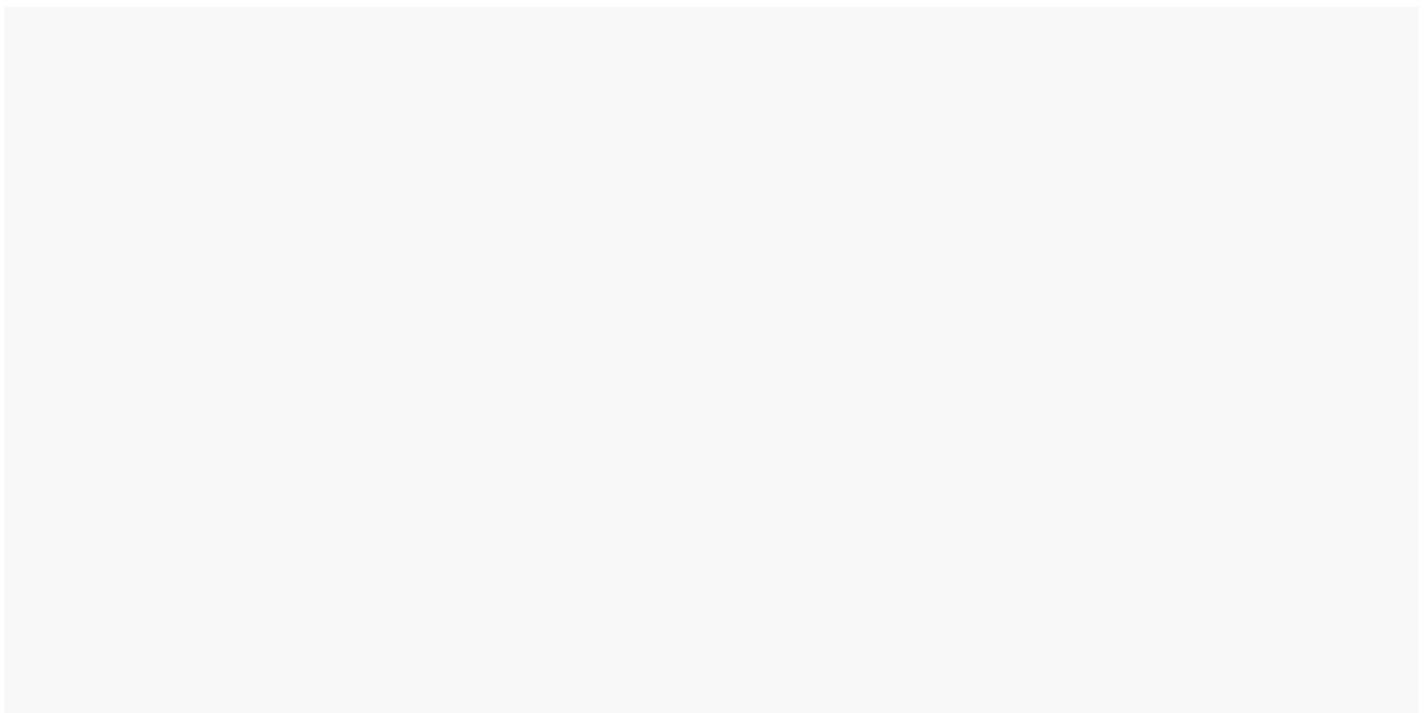
### **3. The graduated swathe – sections**

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. At each end of the corridor, we are also presenting a substation zone; one at the northern end where a new substation would be located north of Creyke Beck, and one at the southern end around the former High Marnham power station site.

(Please refer to the Project Background Document from page 36. For more information, please also see the Corridor Preliminary Routeing and Siting Study)

**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.



### **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. These locations are listed below. We would appreciate your views to help us with the next stage of development of our plans for North Humber to High Marnham.

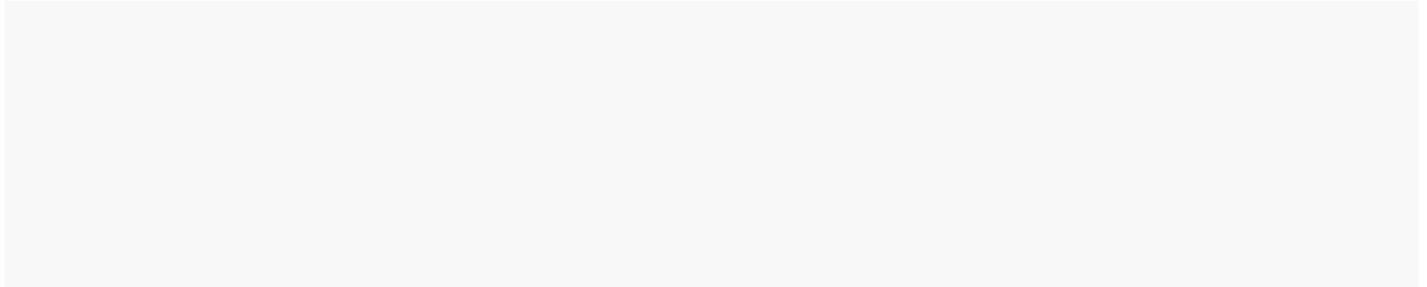
## Section 1: Creyke Beck to Skidby

(see page 38 of the [Project Background Document](#))

This section runs from the new Creyke Beck substation to a point immediately north of the village of Skidby.

### 3b) 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.



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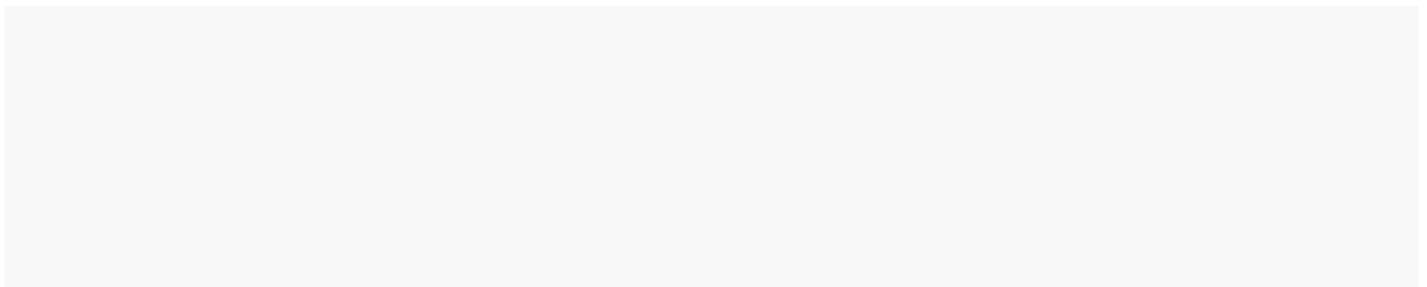
## Section 2: Skidby to A63 dual carriageway

(see page 40 of the [Project Background Document](#))

This section runs from the north of Skidby to the A63 dual carriageway, which is located on the western edge of the Yorkshire Wolds.

### 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.



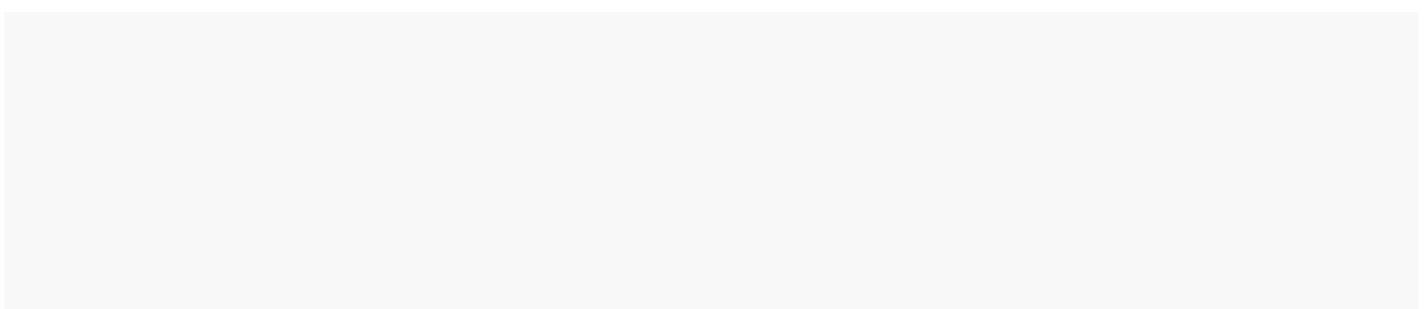
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## Section 3: A63 dual carriageway to River Ouse crossing

(see page 42 of the [Project Background Document](#))

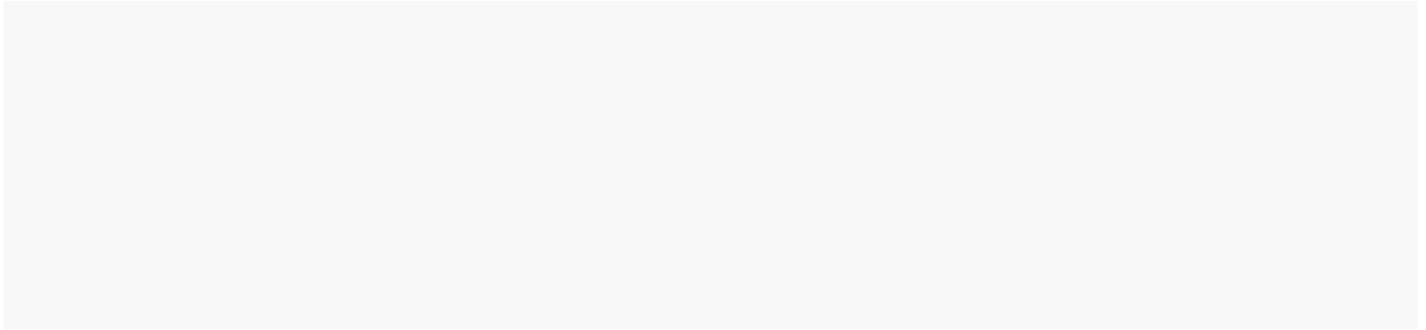
This section runs from the A63 dual carriageway, on the western edge of the Yorkshire Wolds to Blacktoft Lane, a road in close proximity to the northern bank of the River Ouse. The proposed new overhead line could be routed to the north or to the south of Ellerker.

### 3d) Do you have any preference for the new overhead line to be routed to the north or to the south of Ellerker?



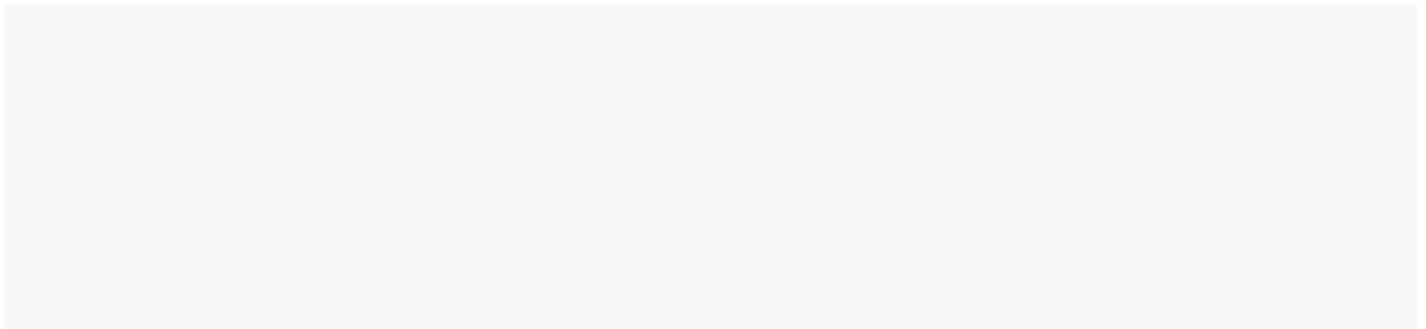
**3e) Please tell us the reason for your answer.**

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



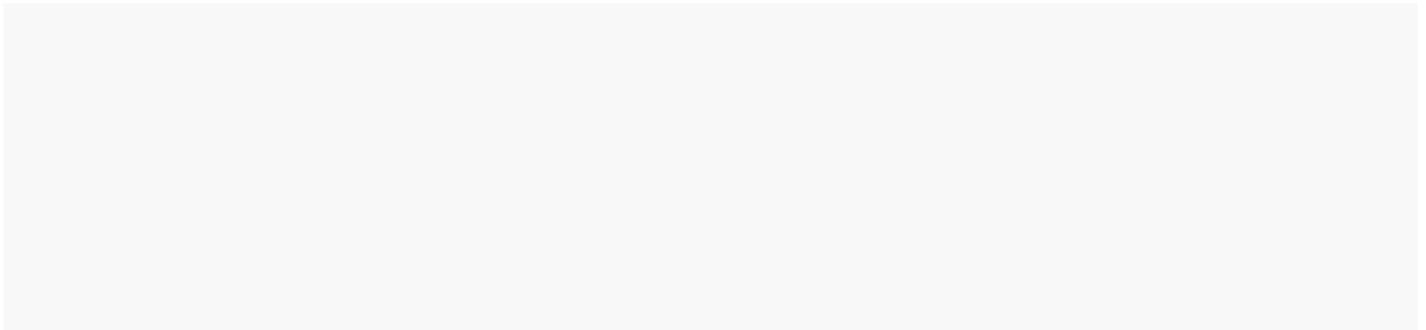
**3f) Do you have any preference for the line to go to the north or to the south of Broomfleet?**

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



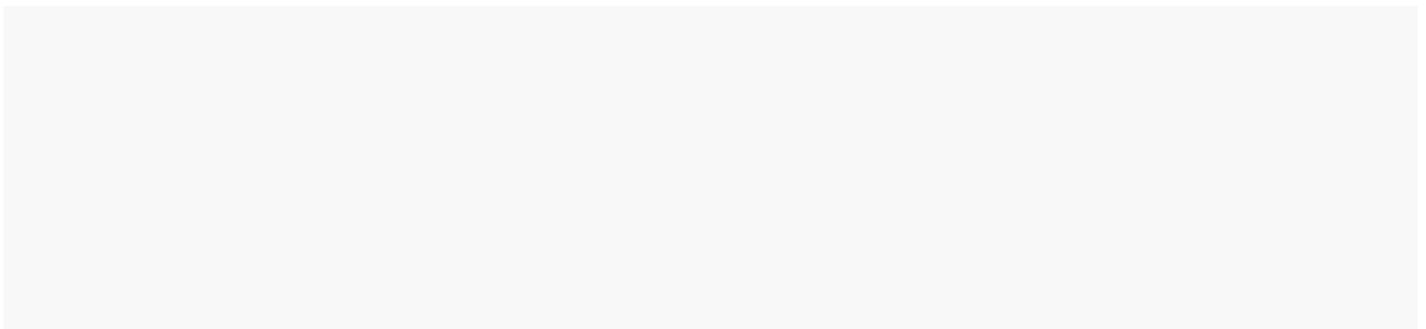
**3g) Please tell us the reason for your answer.**

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



**3h) Do you have any other 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.



## Section 4: River Ouse crossing

(see page 44 of the Project Background Document)

An existing overhead line crosses the River Ouse at Ousefleet. The new overhead line for North Humber to High Marnham would also need to cross the river. Within our emerging preferred corridor, we are considering building this proposed new overhead line either to the east or to the west of the existing overhead line.

**3i) Do you have any preference for the new line to be routed east or west of the existing overhead line?**

**3j) Please tell us the reason for your answer. Please also use this box to provide any other comments on 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.

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## Section 5: River Ouse crossing to Luddington

(see page 46 of the Project Background Document)

The proposed new overhead line would need to cross Ousefleet and Luddington. Within our emerging preferred corridor, there are options for where the crossing should be built, it could be built to the east or to the west of the existing overhead line.

**3k) Do you have a preference for the new line to be located east or west of the existing line?**

**3l) Please tell us the reason for your answer. Please also use this box to provide any other comments on this section of the route.**

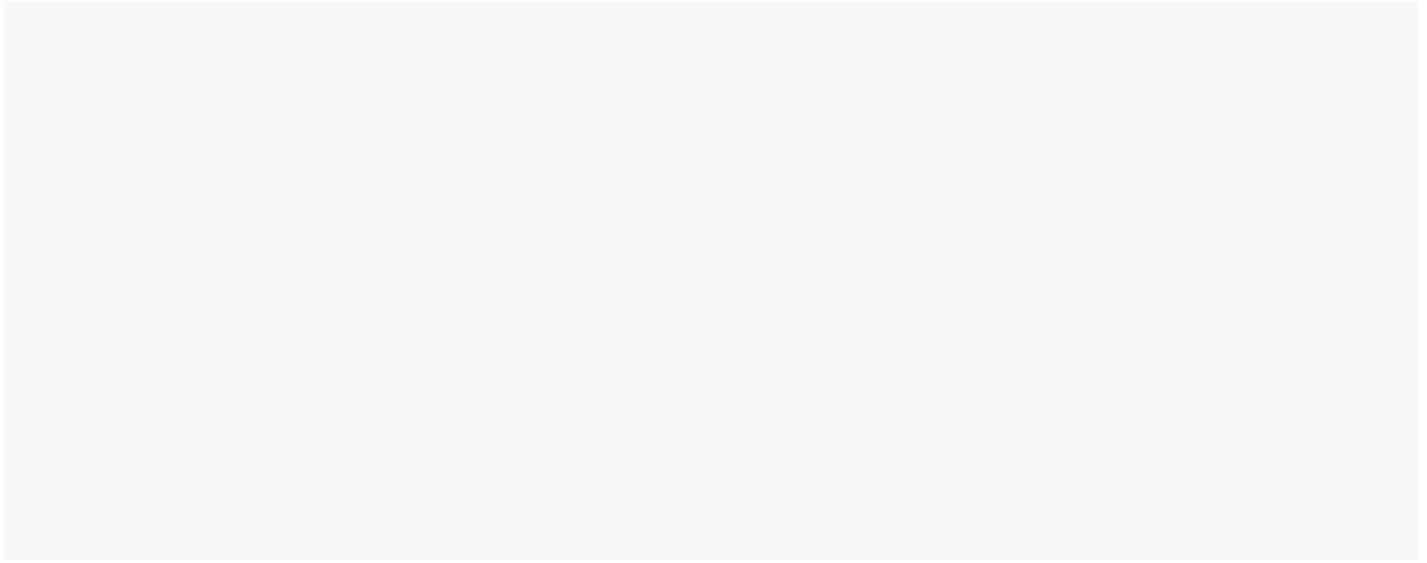
## Section 6: Luddington to M180 motorway

(see page 48 of the Project Background Document)

This section runs between the B1392 Meredyke Lane and the M180 motorway. The graduated swathe moves away from the route of the existing overhead lines to the east of Luddington, and then is located to the north and west of the operational Keadby Wind Farm.

### 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.



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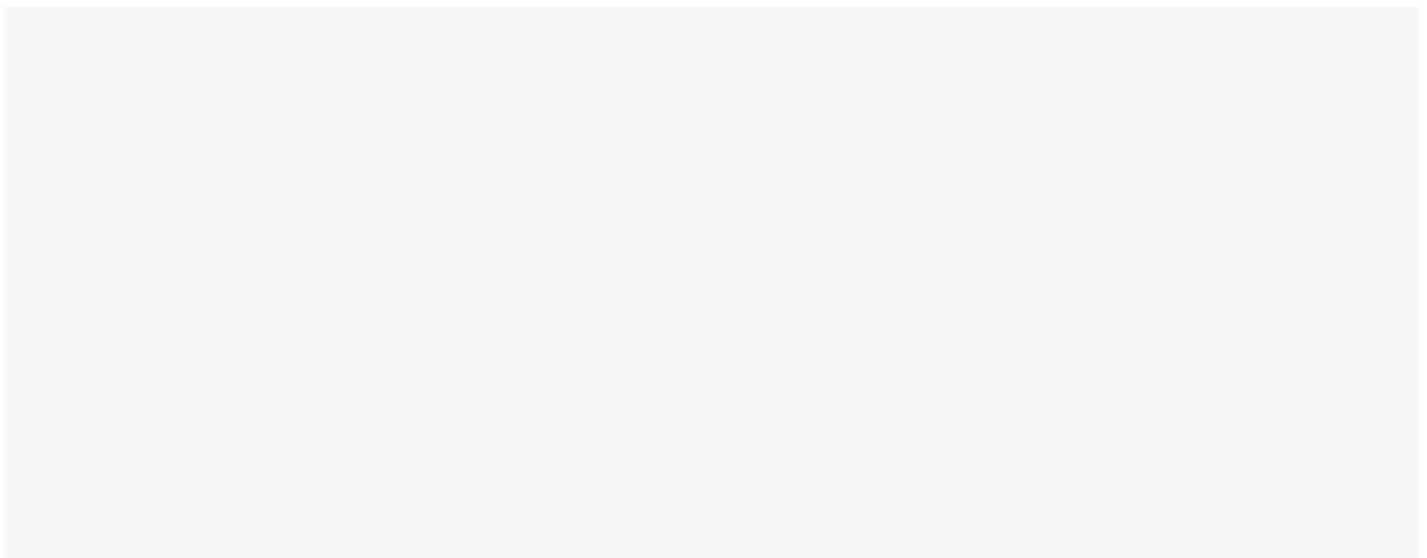
## Section 7: M180 motorway to Graizelound

(see page 50 of the Project Background Document)

The section runs between the M180 motorway to the north and Stockwith Road/Owston Road between the villages of Graizelound and West Stockwith. The corridor would span across areas of high ground within the Isle of Axholme area.

### 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.



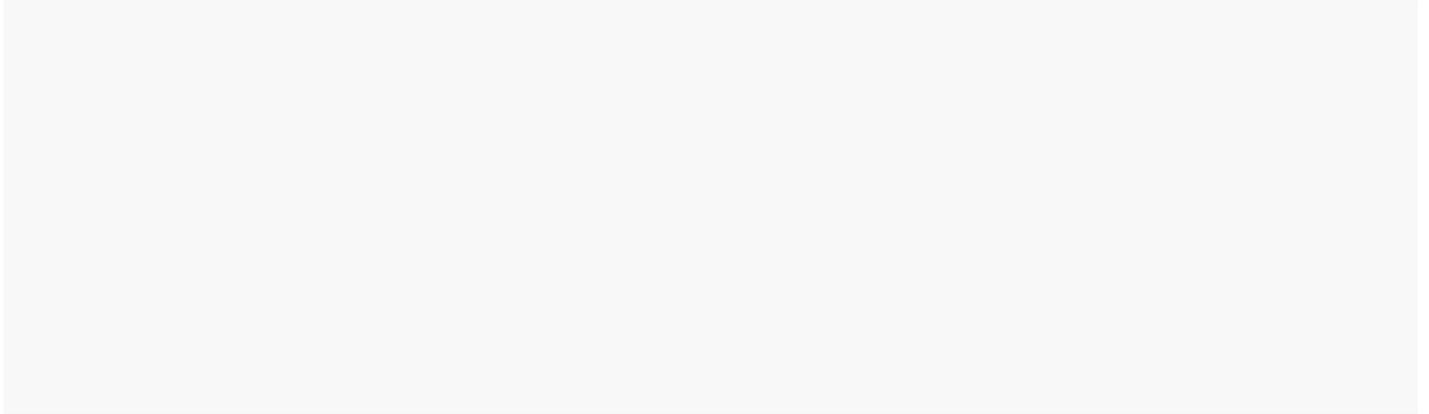
## Section 8: Graizelound to Chesterfield Canal

(see page 52 of the Project Background Document)

This section runs between Stockwith Road/Owston Road and Chesterfield Canal to the south. This section of the preferred corridor is generally wider than other areas, following an easterly path and avoiding the settlement of Misterton.

### 3o) 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.



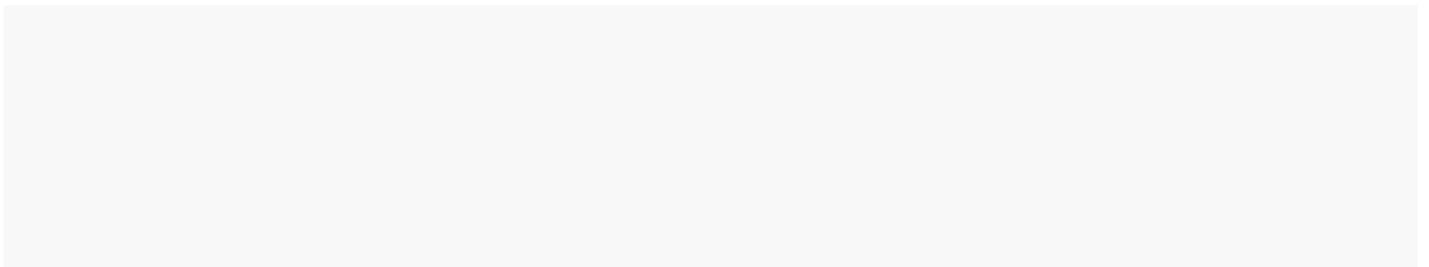
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## Section 9: Chesterfield Canal to A620

(see page 54 of the Project Background Document)

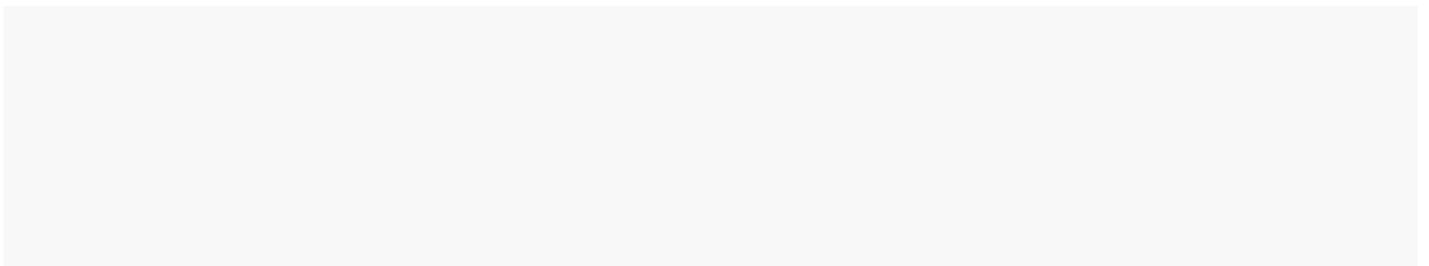
This section runs between Chesterfield Canal and the A620 Gainsborough Road, northeast of the village of North Wheatley. There are two options for the route within this section, the more westerly route is closer to Gringley on the Hill, while the more easterly route is closer to Beckingham.

### 3p) Do you have a preference for the new line to be located east or west of the existing line?



### 3q) Please tell us the reason for your answer. Please also use this box to provide any other comments on 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.



## Section 10: A620 to Fledborough

(see page 56 of the Project Background Document)

The section runs from the A620 south to a point approximately 1 km from the existing High Marnham 400 kV substation.

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



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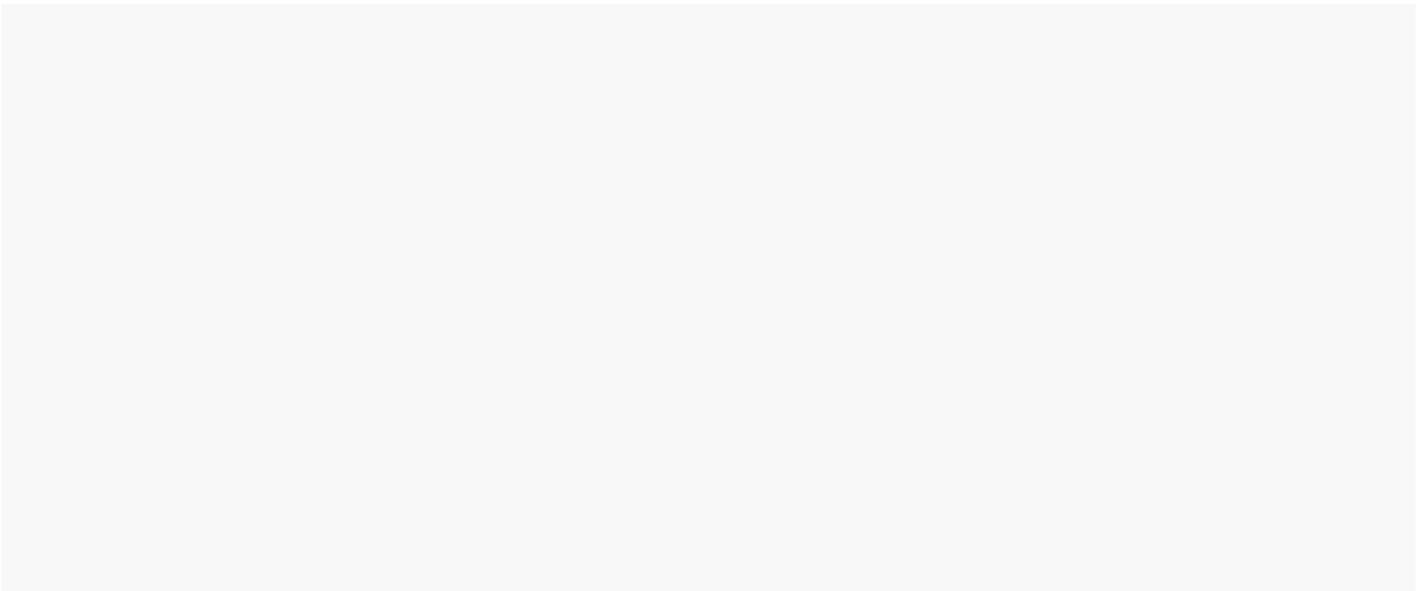
## Section 11: Fledborough to High Marnham

(see page 58 of the Project Background Document)

The final section of the corridor begins approximately 1 km northwest of the existing High Marnham substation and indicates where the new substation could be located. Work is ongoing to identify the most appropriate location for the new substation within this zone and this will influence the final route of the new overhead line.

### 3s) 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.



## 4. Other requirements

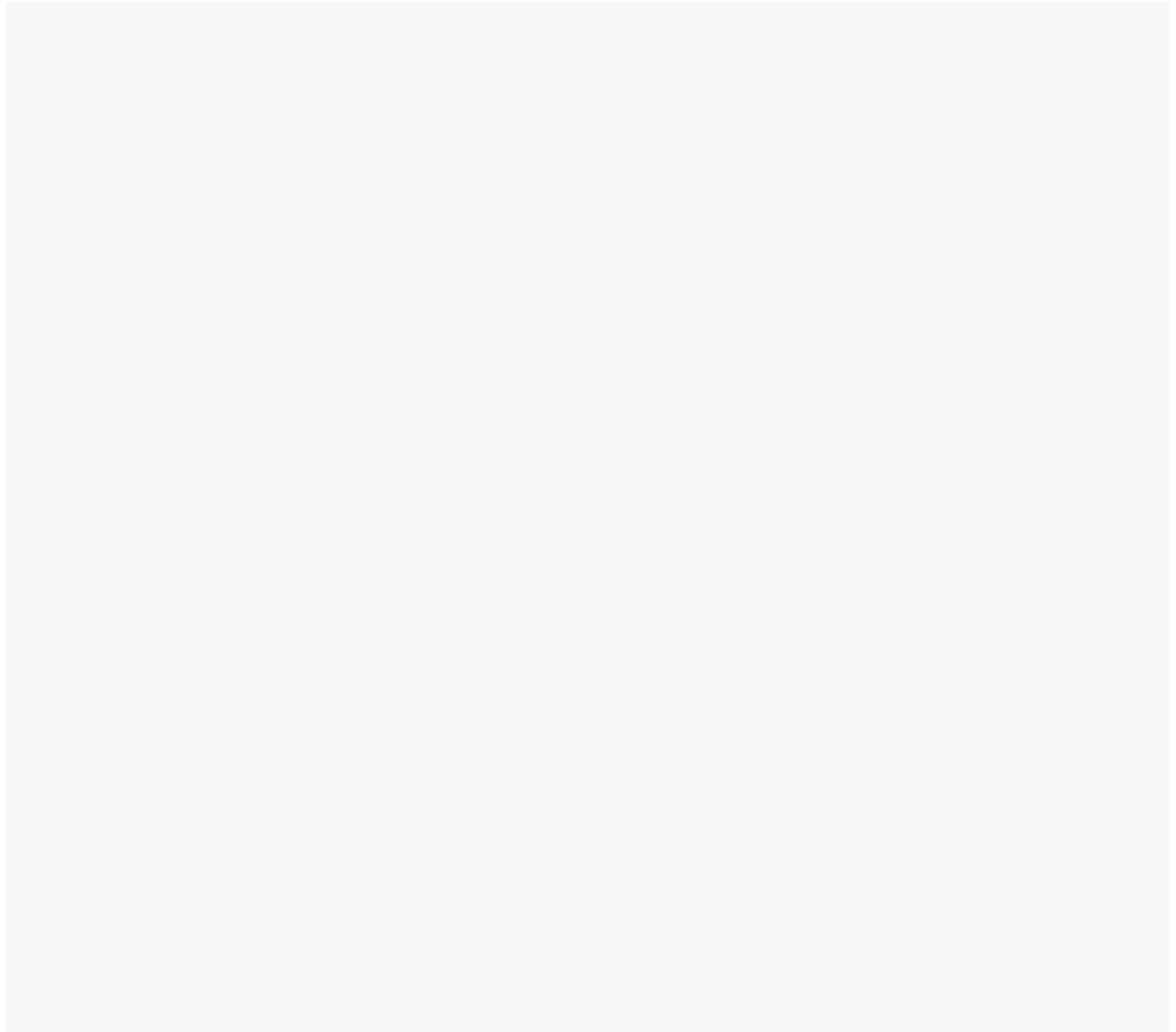
### Associated works and other aspects

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 2024.

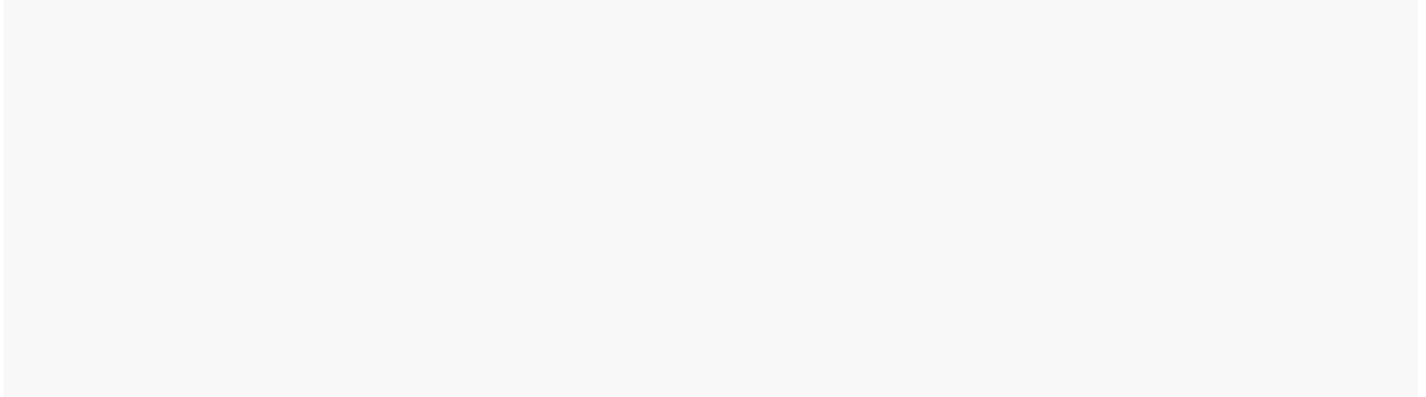
**4a) Do you have any general comments about these aspects at this stage that you would like us to consider? If your comment relates to a specific section of the route, please tell us which section your comment relates to.**



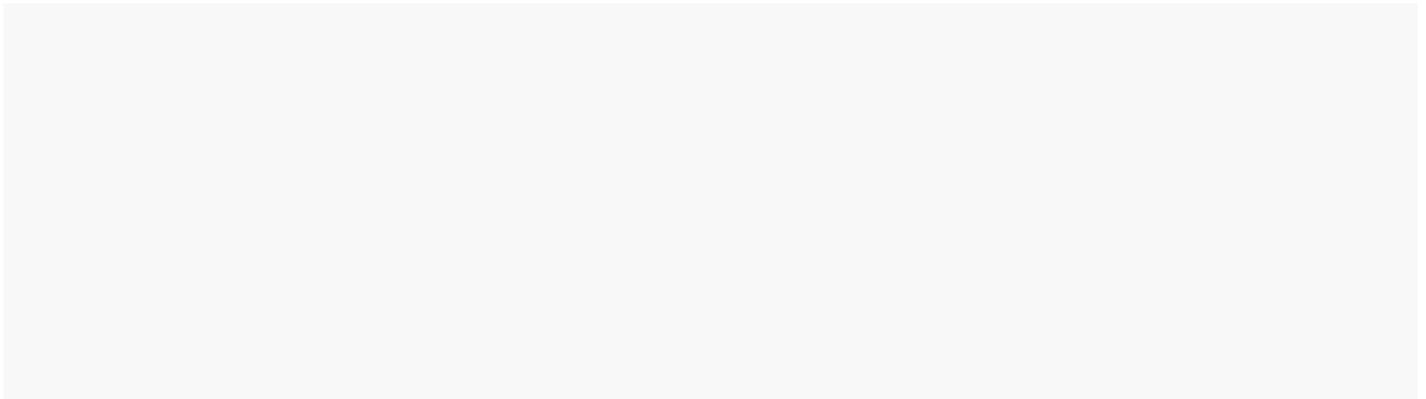
## 5. Refining our proposals

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?



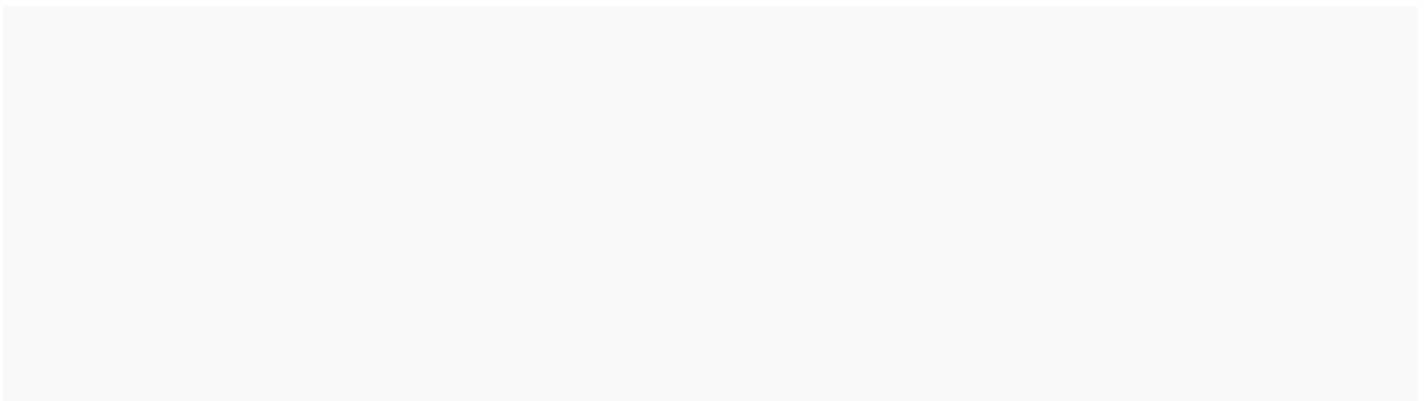
### 5b) Are there any other considerations we should take into account when developing our proposals?



National Grid Electricity Transmission has a Community Grant Fund available to charitable and non-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 at [nationalgrid.com/responsibility/community/community-grant-programme](https://nationalgrid.com/responsibility/community/community-grant-programme).

### 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?

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



## 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:**

- Received a letter from National Grid
- Received a newsletter from National Grid
- Received an email from National Grid
- Received information from a local authority
- Informed by a local elected representative
- Saw an advert in a local newspaper
- Saw social media coverage
- Saw coverage in local and/or national media
- Word of mouth
- Other (please specify)

**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:**

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

**Reasons for answer**

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

- Very good
- Good
- Average
- Poor
- Very poor
- Unsure

**Reasons for answer**

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

- Yes, face-to-face       Yes, online       Yes, both       No

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

- Very informative       Quite informative       Not informative       No opinion

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

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## **7. Additional questions – net zero**

North Humber to High Marnham 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.

The below questions ask for your views on net zero.

**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 North Humber to High Marnham (as described on pages 20-23 in the Project Background Document and in the Strategic Options Report)?**

- Strongly agree       Agree       Neither agree nor disagree  
 Disagree       Strongly disagree       Unsure

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

**7c) How concerned are you about the following? Please tick as relevant:**

	<b>Very concerned</b>	<b>Concerned</b>	<b>Neutral</b>	<b>Not that concerned</b>	<b>Not at all concerned</b>
The effect of climate change /global warming on your life.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The effect of climate change /global warming on the lives of future generations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly disagree</b>
The UK meeting its target of net zero carbon emissions by 2050 is important to you.	<input type="checkbox"/>				
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.	<input type="checkbox"/>				
Having domestic energy sources and the associated infrastructure will help increase the UK's energy security.	<input type="checkbox"/>				
Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported oil and gas.	<input type="checkbox"/>				

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

## 8. Equality and diversity

National Grid would be grateful if you could answer the following inclusion 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 Inclusion and Diversity information, you can withdraw your permission at any time.

To withdraw your details, please contact us via email at [contact@nh-hm.nationalgrid.com](mailto:contact@nh-hm.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?

- Male  Female  Non-binary  
 Prefer not to say

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

- Yes  No  Prefer not to say

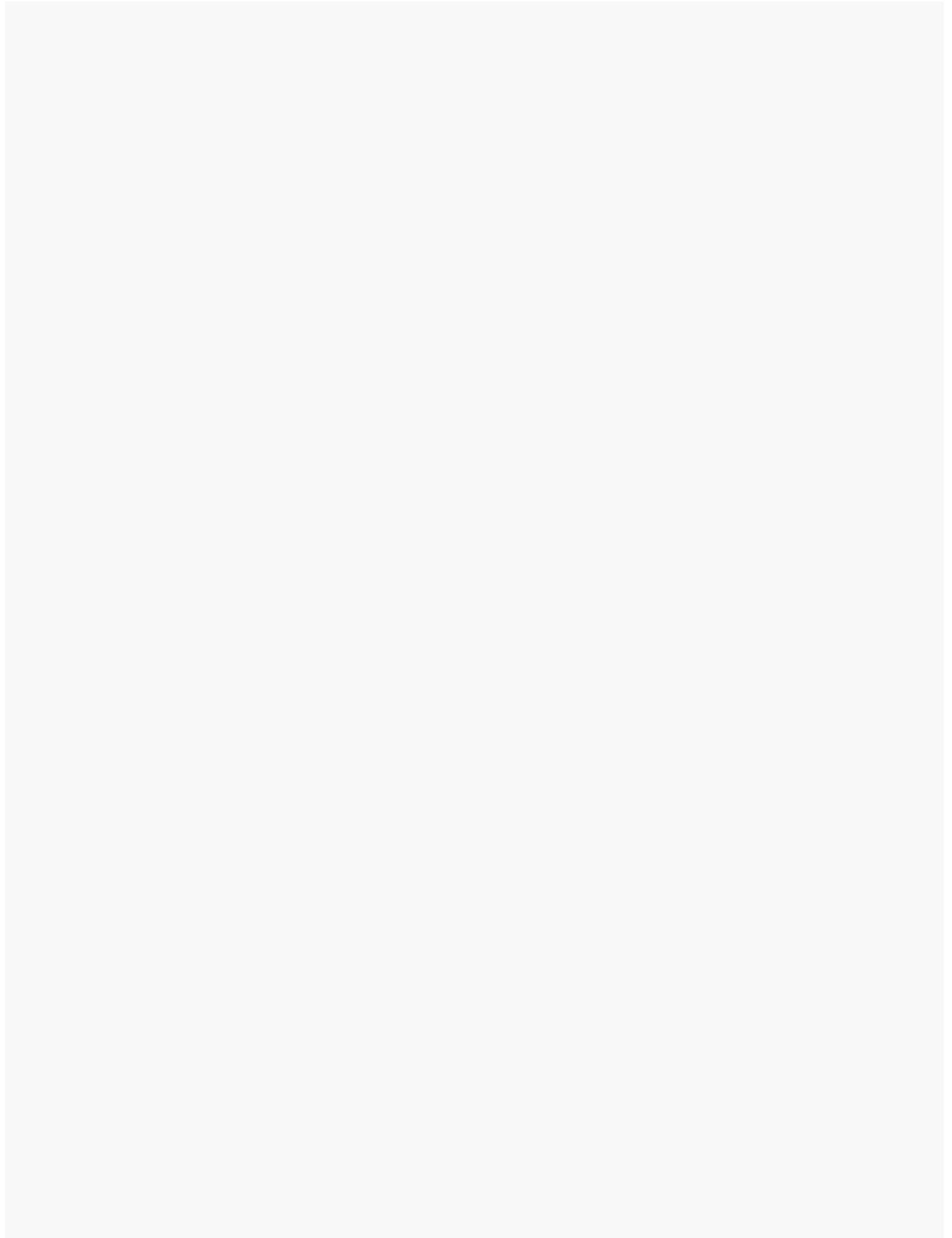
### 3. How would you describe your ethnic background?

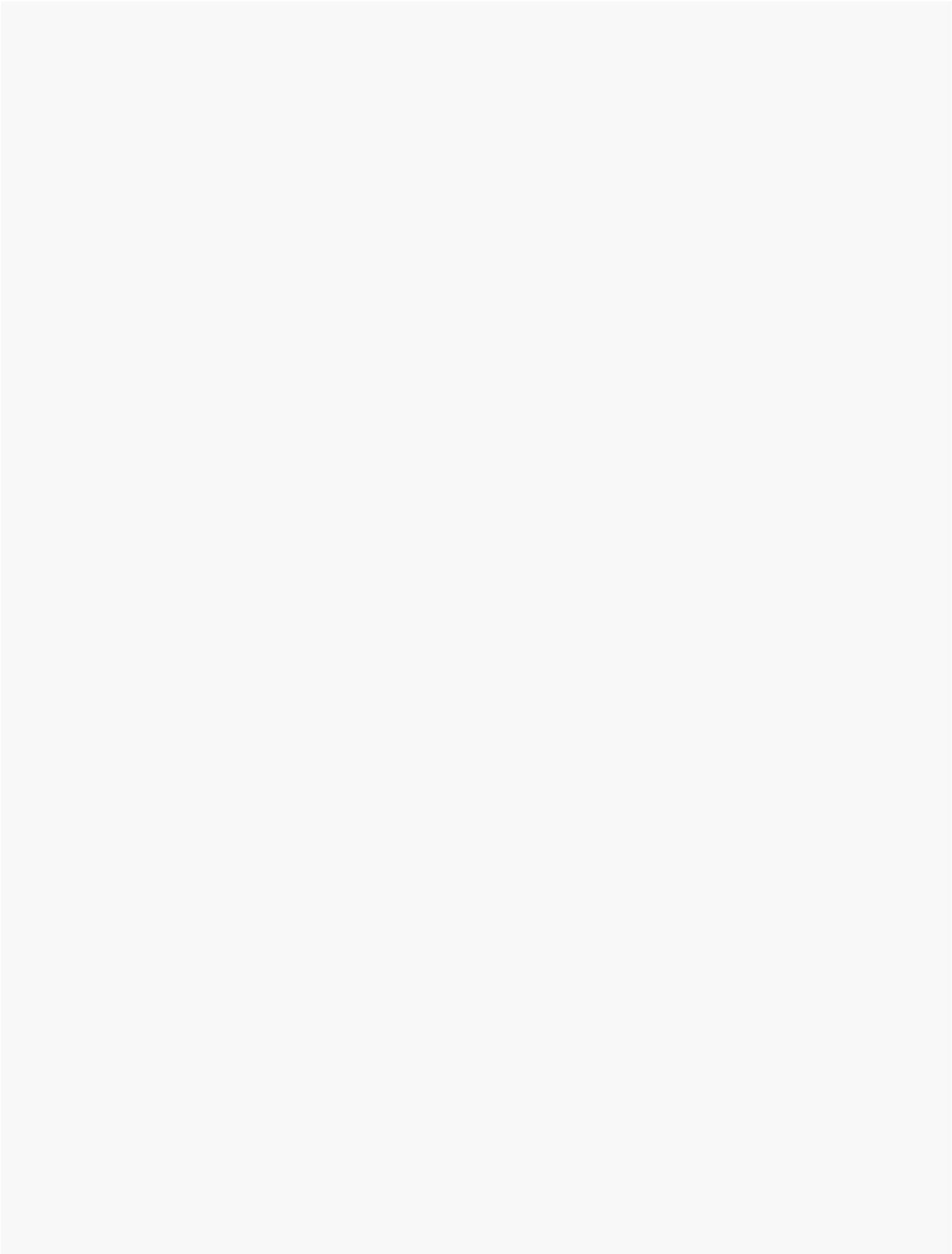
- White English, Welsh, Scottish, Northern Irish or British  
 Irish  
 Gypsy or Irish Traveller  
 Any other White background  
 Mixed or Multiple ethnic groups  
 White and Black Caribbean  
 White and Black African  
 White and Asian  
 Any other Mixed or Multiple ethnic background (please state)
- 
- Asian or Asian British  
 Indian  
 Pakistani
- Bangladeshi  
 Chinese  
 Any other Asian background  
 Black, African, Caribbean or Black British  
 African  
 Caribbean  
 Any other Black, African or Caribbean background (please state)
- 
- Arab  
 Any other ethnic group (please state)
- 
- Prefer not to say

### 4. What is your age?

- Under 16  16-24  25-34  35-44  
 45-54  55-64  65+  Prefer not to say

## 9. Further comments





## 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 North Humber to High Marnham 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 North Humber to High Marnham.

### 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:

[nationalgrid.com/privacy-policy](https://nationalgrid.com/privacy-policy)

## Contact us

**By email:** [contact@nh-hm.nationalgrid.com](mailto:contact@nh-hm.nationalgrid.com)

**By Freephone:** 0800 051 4430

**Visit our website:** [nationalgrid.com/nh-hm](https://nationalgrid.com/nh-hm)

Please note our Freephone line is open Monday to Friday 9am to 5:30pm; please leave a message outside of these times.

