

Non-statutory consultation feedback questionnaire

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.

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 **nationalgrid.com/g-w**. 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 by email at **contact@g-w.nationalgrid.com** (please note print charges may apply). An online version of this questionnaire can also be submitted via our website.

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.

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 Grimsby to Walpole?

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

1. Strategic options

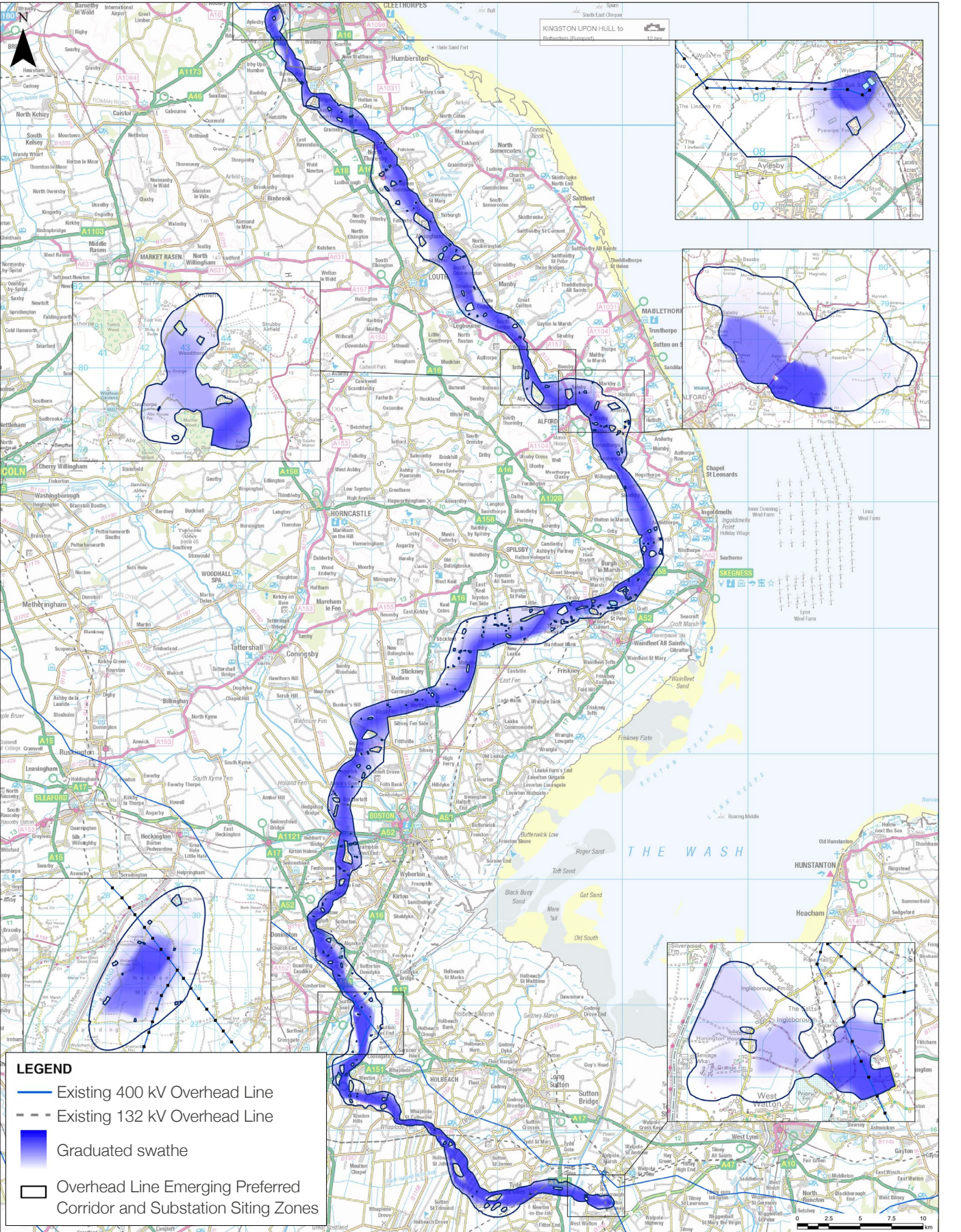
Our preferred strategic option is Grimsby West to Walpole via Weston Marsh. More detail on our work to identify this as our preferred strategic option can be found in the Strategic Options Report (SOR) and SOR Addendum which outlines why the Grimsby to Walpole reinforcement needs to start in the Grimsby West area and the different end points and technologies that have been considered. This report can be accessed at nationalgrid.com/g-w.

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

[]

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: nationalgrid.com/g-w.

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 38-39 in the Project Background Document, which explains this process and for more information, please see the Corridor Preliminary Routeing and Siting Report.)

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Grimsby West to Barnoldby le Beck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2: Barnoldby le Beck to North Thoresby	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3: North Thoresby to Alvingham and Keddington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4: Alvingham and Keddington to Tothill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5: Tothill to Cumberworth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 6: Cumberworth to Burgh le Marsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 7: Burgh le Marsh to Midville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 8: Midville to River Witham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 9: River Witham to River Welland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 10: River Welland to B1165	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 11: B1165 to Walpole	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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.

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 37. 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.

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.

Section 1: Grimsby West to Barnoldby le Beck

(See pages 40-41 of the Project Background Document 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.

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 Brigsley. 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 Brigsley. 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 Brigsley 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 Brigsley? 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.

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

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.

Section 4: Alvingham and Keddington to Tothill

(See page 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.

Lincolnshire Connection Substations (LCS) A and B

(See pages 48-49 of the Project Background Document, Chapters 10 and 15 of 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.

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.

Section 5: Tothill to Cumberworth

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

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

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.

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.

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.

Section 9: River Witham to River Welland

(See pages 52-53 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.

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.

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.

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.

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.

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.

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 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 at nationalgrid.com/g-w.

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:

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

Reasons for answer.

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

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ 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?

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.

The below question 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 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)?

- ☐ 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:

	Very concerned	Concerned	Neutral	Not that concerned	Not at all concerned
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?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The UK meeting its target of net zero carbon emissions by 2050 is important to you.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having domestic energy sources and the associated infrastructure will help increase the UK’s energy security.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 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?

- ☐ 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

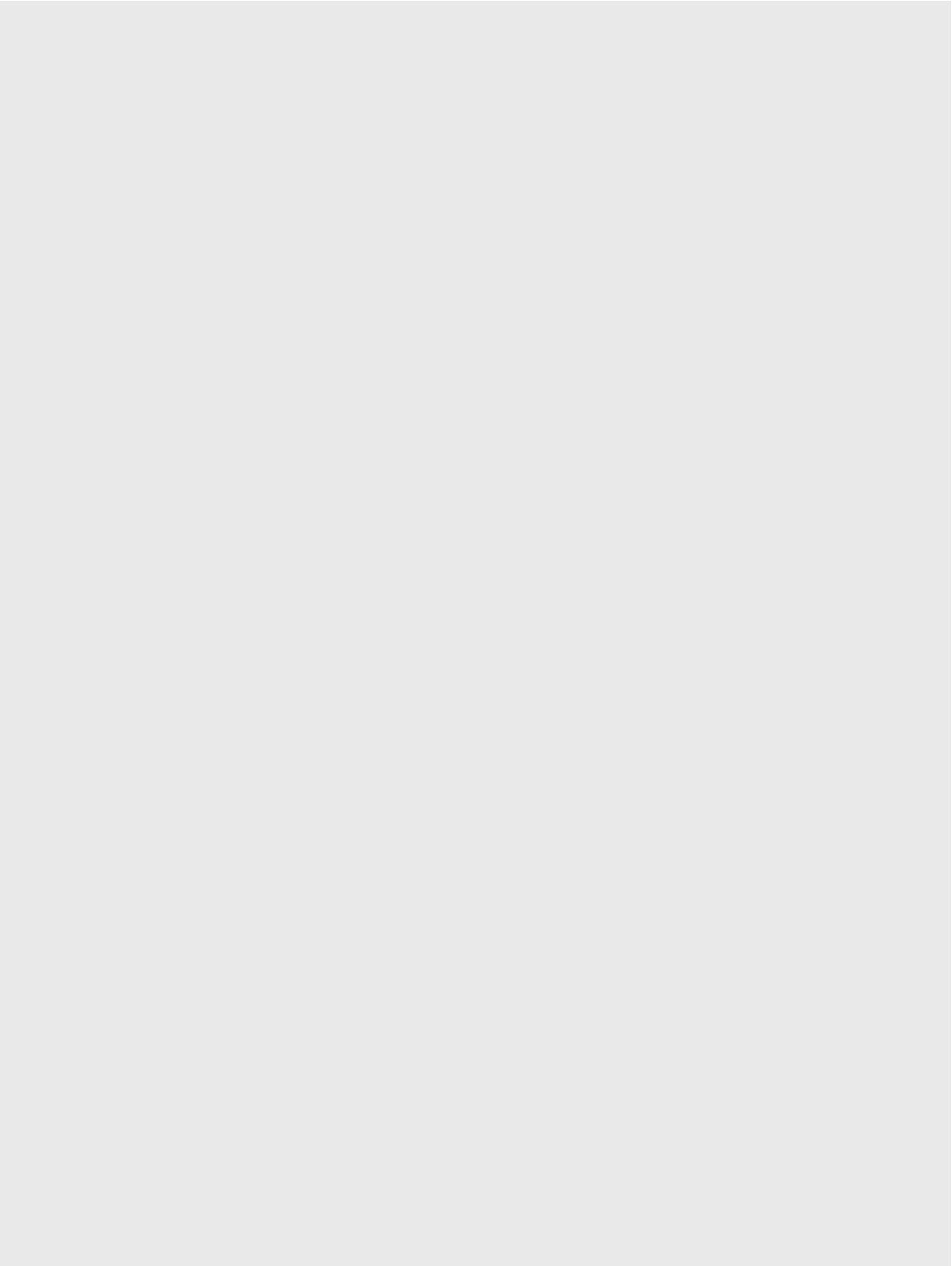
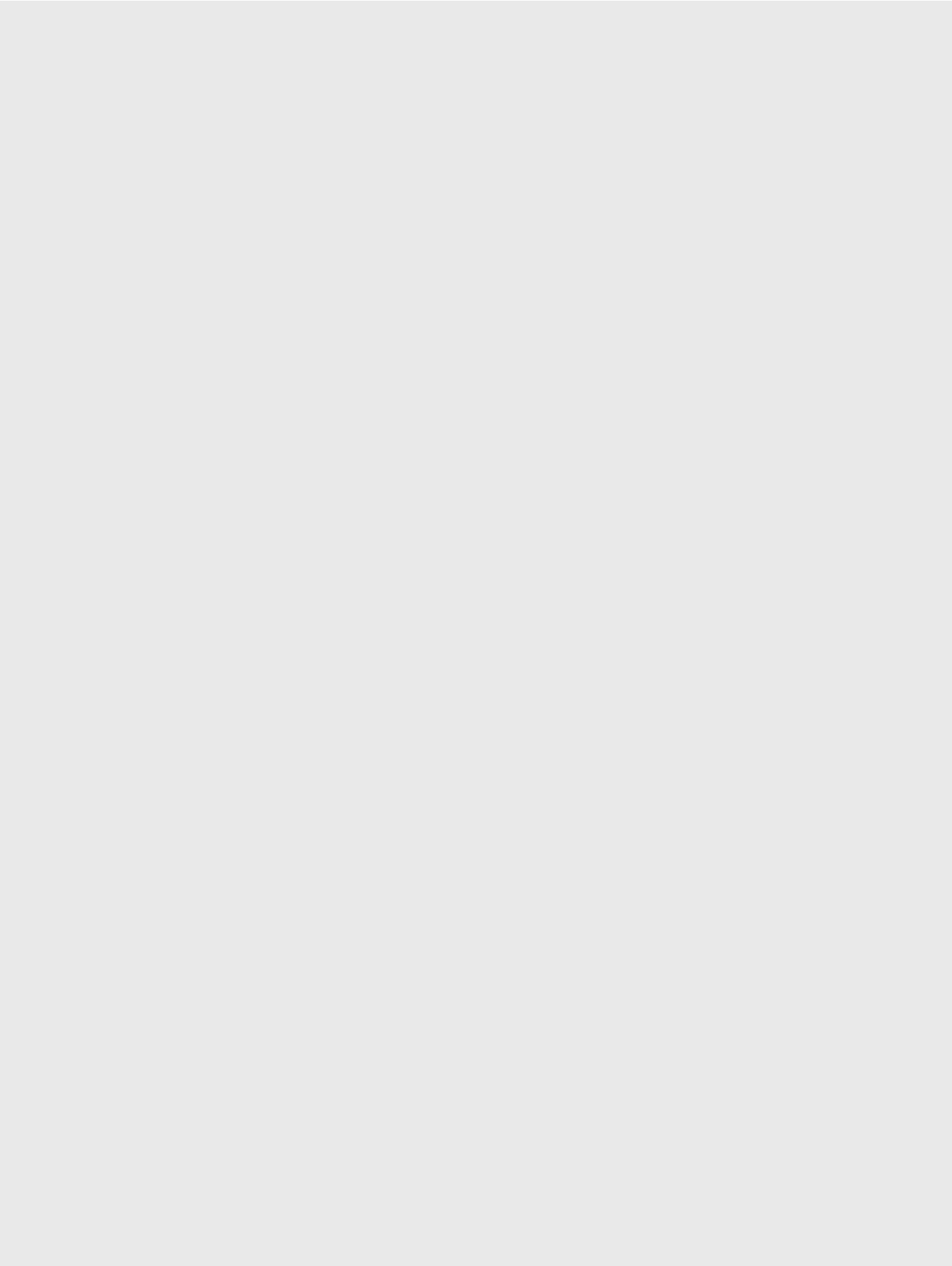
☐ 35-44
- ☐ 45-54

☐ 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 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:

nationalgrid.com/privacy-policy

Contact us

Please get in touch if you have any questions about our proposals for Grimsby to Walpole.

0800 0129 153

(lines are open Monday to Friday, 9am–5:30pm).

contact@g-w.nationalgrid.com

Freepost G TO W

(no stamp or further address details are required).

If you feel your land may be affected by these proposals, please contact the Grimsby to Walpole Lands Team by calling **0333 034 7961** or by emailing **g-w@dalcourmaclaren.co.uk**.

Alternatively, you can write to **1 Staplehurst Farm, Weston on the Green, Oxfordshire OX25 3QU.**

