

The Great Grid Upgrade

Chesterfield to Willington

Stage 1 Consultation Feedback Report

March 2026

nationalgrid

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Executive summary

National Grid Electricity Transmission plc (referred to as ‘National Grid’ in this report) is seeking to enhance the electricity network by building and operating a new 60 kilometre (km), 400 kilovolt (kV) overhead electricity line, known as the Chesterfield to Willington Project (referred to as the ‘Project’ in this report). This overhead line would connect at a new 400 kV substation at Chesterfield in Derbyshire and the existing Willington substation in South Derbyshire.

The Chesterfield to Willington Project will support the UK’s net zero target by adding capacity to accommodate increasing power flows of energy generated mostly from offshore wind, in Scotland and North East England, which are expected to double within the next 10 years, to areas of demand south to the Midlands and beyond.

National Grid wants to ensure that members of the public and all stakeholders are engaged at each stage in the development of the draft proposals and that everyone who wishes to do so has the opportunity to comment on the draft proposals at key decision making points.

A non-statutory consultation (referred to as Stage 1 consultation in this report) was held for 18 weeks, between 14 May 2024 and 17 September 2024. This included a 10-week extension to the consultation following the announcement that the UK General Election would take place on 4 July 2024. The consultation period was extended from 9 July 2024 to 17 September 2024 to ensure that local communities and their representatives would be able to share their views beyond the original consultation dates, which were due to fall within the pre-election period.

The Stage 1 consultation introduced the Project and explained how National Grid had developed its proposals and sought views of the public and stakeholders. Views were sought on the draft proposals, including the Emerging Preferred Corridor and the graduated swathe. All feedback received during Stage 1 consultation has been carefully reviewed and considered.

This report details the consultation process, provides an analysis of the feedback, and demonstrates how National Grid has had regard to the feedback.

The statutory public consultation (Stage 2 consultation) will provide the opportunity for the public and other stakeholders to further comment on the updated draft proposals (reflective of changes made since the Stage 1 consultation) and to review and comment on how the proposals were developed. A final consultation report will be produced following the Stage 2 consultation and submitted as part of the Development Consent Order application.

The feedback from the Stage 1 and Stage 2 consultations will be used to inform the final design that will be put forward in the application for development consent. National Grid expects to submit an application for development consent for the Project in 2027.

Abbreviations

Abbreviation	Description
AC	Alternating current
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CPRSS	Corridor Preliminary Routeing and Siting Study
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DDR	Design Development Report
Defra	Department for Environment, Food and Rural Affairs
EIA	Environmental Impact Assessment
EMFs	Electric and Magnetic Fields
ES	Environmental Statement
EWP	Energy White Paper
GW	Gigawatt
HS2	High Speed 2
km	Kilometre
kV	Kilovolt
LNR	Local Nature Reserve
LPAs	Local Planning Authorities
LVIA	Landscape and Visual Impact Assessment
LWS	Local wildlife site
m	metres
MRA	Mining Remediation Authority
National Grid	National Grid Electricity Transmission plc
NGED	National Grid Electricity Distribution
NPR	Northern Powerhouse Rail

Abbreviation	Description
NPS	National Policy Statement ¹
NSIP	Nationally Significant Infrastructure Project
Ofgem	Office of Gas and Electricity Markets
PCZ	Primary Consultation Zone
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
PRoWMP	Public Rights of Way Management Plan
RPG	Registered Park and Garden
SCZ	Secondary Consultation Zone
SOR	Strategic Options Report
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
WHS	World Heritage Site

¹ National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2025)
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

1. Introduction

1.1 Structure of this report

1.1.1 This report is structured as follows:

- **Chapter 1: Introduction**

This chapter provides an overview of the Project and information about the purpose of the report.

- **Chapter 2: Methodology**

This chapter presents a summary of the Stage 1 consultation, including the various methods and communication channels used.

- **Chapter 3: Analysis of feedback**

This chapter presents the approach to the analysis of feedback and discusses the feedback received during Stage 1 consultation.

- **Chapter 4: How feedback has influenced design**

This chapter summarises the regard had to feedback received during Stage 1 consultation and how feedback has influenced design.

A table format is used for legibility, alongside cross-references to further appended information where relevant.

- **Chapter 5: Next steps**

This chapter summarises the next steps in the Development Consent Order (DCO) process.

1.1.2 This Stage 1 Consultation Feedback Report was prepared in line with advice set out in the Planning Inspectorate Guidance 'Nationally Significant Infrastructure Projects: Advice on the Consultation Report' published August 2024.

1.1.3 This report is available to view online on the Project website. To find specific issues easily, you can search for keywords, phrases, or locations by using the 'Search' function.

1.2 The Project

1.2.1 The Project is still in development, and therefore the detailed design is not fully understood at this stage; however, it is likely to comprise the following principal components:

- A new 400 kilovolt (kV) overhead line, approximately 60 kilometres (km) in length between a proposed new Chesterfield Substation and the existing Willington Substation. It is anticipated that this would comprise steel lattice pylons in accordance with National Grid's guidance and National Planning Policy.

- A new 400 kV Chesterfield Substation, to be built in the vicinity of the existing Chesterfield 275 kV Substation and the existing 132 kV National Grid Electricity Distribution (NGED) Substation to the south east of Chesterfield (referred to as the ‘new Chesterfield Substation’). This is proposed to be a Gas Insulated Switchgear substation.
- Replacement of short sections of existing overhead line and local changes to the lower voltage distribution networks to facilitate the construction of the Project.

1.2.2 The Project would include other required works, for example, temporary and permanent diversions for works on existing overhead line routes, temporary access roads, highway works, temporary works compounds, work sites and other ancillary works. The Project would also include utility diversions and drainage works. There would also be land required for mitigation and enhancement of the environment including Biodiversity Net Gain.

1.2.3 The Project would connect into the existing Willington Substation² located to the south west of Derby and a proposed new substation at Chesterfield. It is currently anticipated that the new Chesterfield Substation will be consented and delivered as part of a separate National Grid project, Chesterfield to High Marnham, distinct from this Project. However, it is possible that it will be decided to also include the new Chesterfield Substation works as part of the DCO application for this Project to provide an alternative consenting mechanism to remove reliance on that separate planning application/consent and so mitigate against the risk of delay to the delivery of the Project.

1.2.4 In view of this potential inclusion, the new Chesterfield Substation and its potential environmental effects were considered in the Environment Impact Assessment Scoping Report which was submitted to the Secretary of State for Energy Security and Net Zero in October 2024, and is included in the Preliminary Environmental Information Report (where applicable) and other associated Stage 2 (statutory) consultation documentation for completeness in order to create a comprehensive consenting position for the Project. If the works are ultimately determined to be necessary to include as part of the Project, they will be considered as part of the Environmental Statement (ES).

1.2.5 Further details regarding the Project features will be included within the ES and would be incorporated within the DCO application.

1.3 Need for the Project

1.3.1 How we generate electricity is changing. More electricity now comes from renewable sources in Great Britain, including increased growth forecast in offshore wind capacity in Scotland and the North East of England.

1.3.2 This means National Grid needs a stronger network to carry that clean energy from where it is produced to where people live and work – including here in the East Midlands. Small-scale change is not enough. The current electricity system was mostly built in the 1960s to connect inland coal and nuclear power stations in the North and Midlands to regional networks, cities and industry. It was not designed for today’s power sources or future demand.

² Separate from the Project, National Grid (Customer and Network Development) is developing plans for an extension to the existing substation to facilitate new customer connections. It is anticipated that these extension works would be delivered via permitted development rights and are expected to be completed by 2029. If confirmed, this potential development will be considered as part of the Project’s cumulative assessment within the Environment Statement.

- 1.3.3 Demand for energy is rising. As the way homes, businesses, industry and transport are powered changes, demand for electricity is set to increase significantly. The UK Government has set a target of 50 gigawatt (GW) of offshore wind by 2030, rising to up to 140 GW by 2050, and 70 GW of solar generation by 2035.
- 1.3.4 To deliver more of this home-grown clean power and increase the UK's energy security, National Grid will need a grid that is able to carry all this extra electricity to wherever it is needed.
- 1.3.5 **The Great Grid Upgrade**³ will connect more clean, home-grown energy to the homes, businesses and public services that need it.
- 1.3.6 Projects like Chesterfield to Willington will help make the UK's energy supply more self-sufficient, helping to make electricity bills more affordable and make the country more energy secure.

1.4 Purpose of the consultation

- 1.4.1 National Grid undertook the Stage 1 consultation for an 18-week period between 14 May 2024 and 17 September 2024. This included a 10-week extension to the consultation following the announcement that the UK General Election would take place on 4 July 2024. The consultation period was extended from 9 July 2024 to 17 September 2024 to ensure that local communities and their representatives would be able to share their views beyond the original consultation dates, which were due to fall within the pre-election period. This also made sure that newly elected Members of Parliament could participate in the consultation.
- 1.4.2 Stage 1 consultation sought to gather feedback to inform the early proposals for the Project and identify how National Grid could develop more defined proposals.
- 1.4.3 The consultation presented for comment the proposal to build approximately 60 km of new 400 kV overhead electricity line between a new substation at Chesterfield and the existing substation in Willington. The Emerging Preferred Corridor in which the proposed infrastructure would be located was presented, alongside the graduated swathe within which Project infrastructure was considered more or less likely to be located, shown by the varying levels of shading. Darker shaded areas represented where infrastructure was likely to be better located, in National Grid's emerging view at this stage, within the corridor. The consultation outlined the technical and environmental appraisal work that had been undertaken to date, which resulted in the Emerging Preferred Corridor and graduated swathe.

Approach to route Sections

- 1.4.4 At Stage 1 consultation, the Emerging Preferred Corridor was presented in six Sections to assist consultees in commenting on different areas of the Project. These Sections were defined by key geographic features or settlements, as follows:
- Section 1: Chesterfield Substation to Stretton
 - Section 2: Stretton to Ripley
 - Section 3: Ripley to Morley

³ [https:// www.nationalgrid.com/the-great-grid-upgrade](https://www.nationalgrid.com/the-great-grid-upgrade)

- Section 4: Morley to Ockbrook
- Section 5: Ockbrook to Aston-on-Trent
- Section 6: Aston-on-Trent to Willington Substation

1.4.5 For the Stage 2 consultation, the proposed route alignment includes locational and associated name changes to two of the Sections for reasons that are detailed in full within the **Design Development Report**. **Table 1.1** shows the broad alignment between the Sections at Stage 1 and Stage 2 consultation for information.

Table 1.1: Comparing Stage 1 and Stage 2 consultation names

Route Sections - Stage 1 consultation	Route Sections – Stage 2 consultation
Section 1: Chesterfield Substation to Stretton	Section 1: Chesterfield Substation to Tibshelf
Section 2: Stretton to Ripley	Section 2: Tibshelf to Ripley
Section 3: Ripley to Morley	Section 3: Ripley to Morley
Section 4: Morley to Ockbrook	Section 4: Morley to Ockbrook
Section 5: Ockbrook to Aston-on-Trent	Section 5: Ockbrook to Aston-on-Trent
Section 6: Aston-on-Trent to Willington Substation	Section 6: Aston-on-Trent to Willington Substation

1.5 Purpose of this report

- 1.5.1 The purpose of this report is to summarise the responses received during the Stage 1 consultation, and to demonstrate how National Grid has had regard to that feedback.
- 1.5.2 This report identifies where National Grid has made changes to the Project as a result of the feedback received and how the responses have influenced those changes. It will be used to inform the preparation of a Consultation Report which will be submitted in support of an application for development consent in accordance with Section 37(3)(c) of the Planning Act 2008.

2. Methodology

2.1 Consultation process

Our approach to public consultation

- 2.1.1 Listening to local communities and stakeholders gives valuable feedback and insight as proposals are developed and provides opportunities to influence the design development process. National Grid will continue to carefully consider feedback received as the Project develops.
- 2.1.2 Public and other stakeholder involvement are important components of the UK planning system. Legislation and Government guidance aims to ensure that the public, local communities, statutory and other consultees and interested parties have opportunities to have their views considered throughout the planning process. Within the Development Consent Order (DCO) process, the emphasis is on engagement prior to the submission of the DCO application, through the Stage 1 consultation and Stage 2 consultation processes.
- 2.1.3 National Grid undertook Stage 1 consultation between 14 May 2024 and 17 September 2024. This included a 10-week extension to the consultation deadline (from 9 July 2024 to 17 September 2024) following the announcement that the UK General Election would take place on 4 July 2024. National Grid also notified the public and other relevant stakeholders of the revised consultation timeframe and provided a new event and webinar schedule. More information is provided in section 2.3 of this report.
- 2.1.4 Following the close of the Stage 1 consultation, all feedback was reviewed and considered by a multi-disciplinary team, from technical, environmental and cost perspectives. A backcheck and review of previously discounted corridors and areas outside the Emerging Preferred Corridor was undertaken.
- 2.1.5 Feedback received from Stage 1 consultation has also been considered alongside further assessment and survey work to reach a proposed route alignment that is presented as part of this Stage 2 consultation.
- 2.1.6 National Grid is committed to engaging those communities affected by its proposals in effective and meaningful consultation as reflected in its Stakeholder, Community and Amenity Policy⁴ which incorporates requirements set out in Schedule 9 of the Electricity Act 1989 relating to the preservation of amenity. The Stakeholder, Community and Amenity Policy makes the following commitments to consultation when proposing to undertake electricity works:

'We will promote genuine and meaningful stakeholder engagement. We will meet and, where appropriate, exceed the statutory requirements for consultation or engagement. We will adopt the following principles to help us meet this commitment and

⁴ National Grid's commitments when undertaking works in the UK, Our Stakeholder, Community and Amenity Policy (December 2016) <https://www.nationalgrid.com/document/356286/download>

- *seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by our works*
- *provide opportunities for engagement from the early stages of the process, where options and alternatives are being considered and there is the greatest scope to influence the design of the works*
- *endeavour to enable constructive debate to take place, creating open and two-way communication processes*
- *ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. We will be clear about any aspects of the works that cannot be altered*
- *utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works*
- *provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity.'*

2.2 Stage 1 consultation strategy

2.2.1 The **Stage 1 Consultation Strategy** (April 2024) set out how National Grid planned to carry out the Stage 1 consultation, including who and how National Grid were consulting and how to provide feedback.

2.2.2 Prior to consultation, National Grid consulted with Local Planning Authorities (LPAs) in the vicinity of the Project on the draft **Stage 1 Consultation Strategy** via email on 14 March 2024 and were asked to provide feedback on the strategy by 10 April 2024. All feedback was considered and where practicable, taken on board by National Grid. A list of LPAs who were consulted on the **Stage 1 Consultation Strategy**, and a summary of feedback received can be found in **Appendix A** of this report.

2.2.3 A final version of the **Stage 1 Consultation Strategy** was published on the Project website on 10 April 2024. A copy of the **Stage 1 Consultation Strategy** can be found in **Appendix A** and on the Project website: nationalgrid.com/document/151821/download.

2.2.4 The following section details how National Grid delivered the Stage 1 consultation, in line with the **Stage 1 Consultation Strategy**.

2.3 Stage 1 consultation

2.3.1 The information below introduces the consultation zones, outlines the consultation methods, including materials produced, engagement methods and how the consultation was publicised.

Consultation zones

2.3.2 Although the consultation was non-statutory in nature, National Grid made every effort to approach all relevant organisations and local communities who may be affected by the Project proposals, including those likely to be classified as prescribed consultees in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

2.3.3 Consultation zones were defined to ensure all stakeholders directly within the vicinity of the Project were engaged. This consisted of the Primary Consultation Zone (PCZ) and the Secondary Consultation Zone (SCZ).

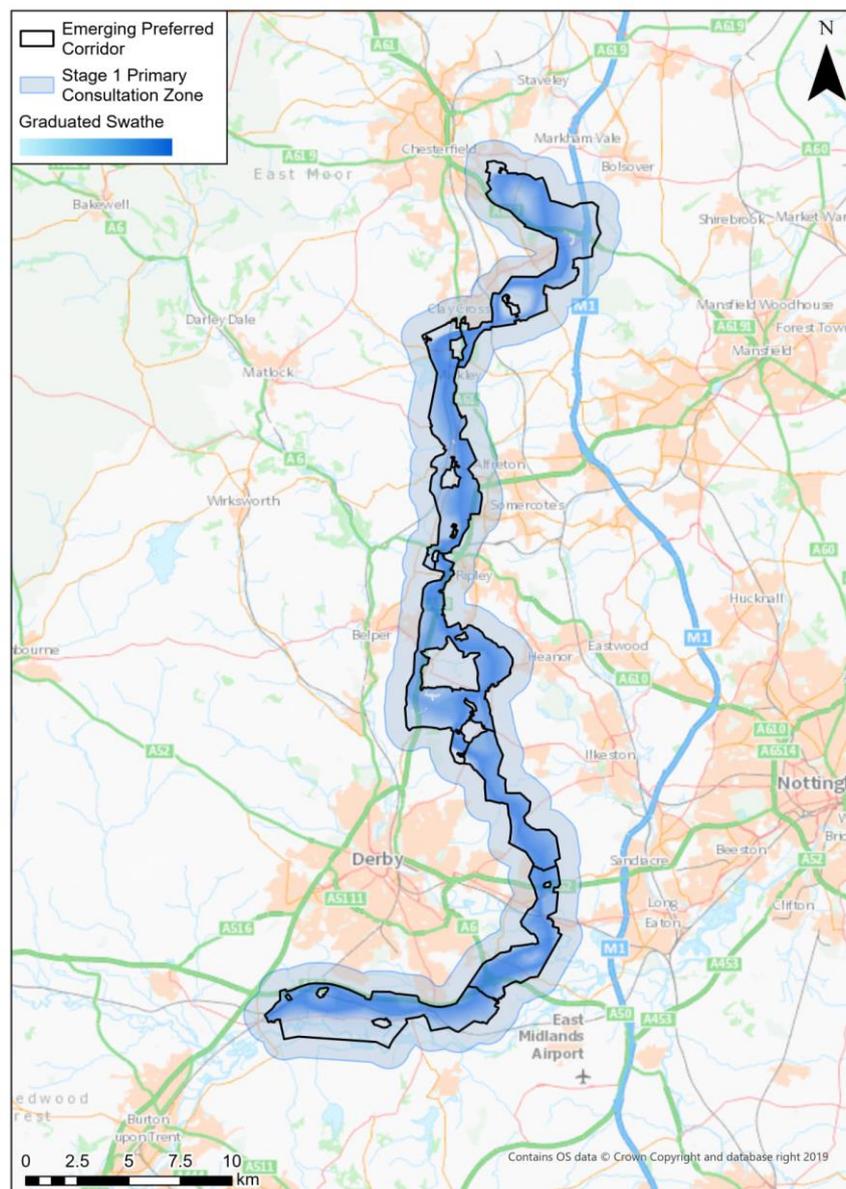
Primary Consultation Zone

2.3.4 The PCZ included residents and businesses whose properties were located within 1 kilometre (km) of the boundary of the Emerging Preferred Corridor. Where appropriate, the PCZ was extended to include whole streets rather than the 1 km boundary dissecting streets, hamlets or neighbourhoods.

2.3.5 The PCZ included stakeholders who may be more directly affected by the proposals. National Grid aimed to ensure these consultees were kept fully informed about the Project and sought to actively engage them. Residents and businesses within the PCZ were written to directly to promote the consultation.

2.3.6 **Image 2.1** shows a map of the PCZ. The PCZ is outlined in blue.

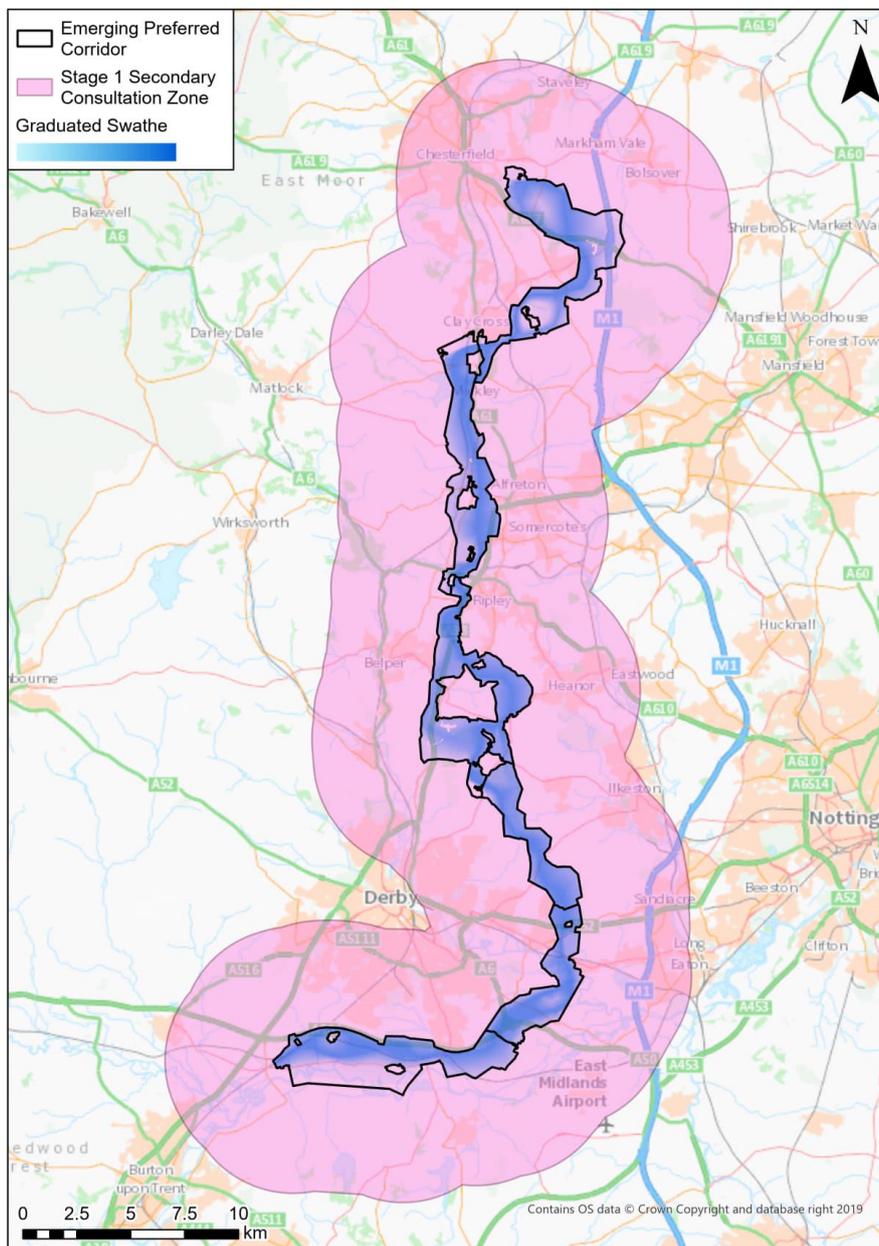
Image 2.1: Primary Consultation Zone



Secondary Consultation Zone

- 2.3.7 The SCZ extended 5 km from the edge of the Emerging Preferred Corridor and included identified stakeholders who were less likely to be directly affected by the Project but who may experience impacts such as those caused by construction traffic and changes to long-distance views.
- 2.3.8 A database of identified stakeholder groups and organisations such as local authorities, parish councils and interest groups was also created and maintained throughout the consultation. These consultees had the same opportunities to engage with National Grid, and provide feedback during the consultation, including receiving paper copy materials on request.
- 2.3.9 National Grid sought to raise awareness of the Project and public consultation with stakeholders within the SCZ through the broader dissemination of information.
- 2.3.10 **Image 2.2** shows a map of the SCZ. The SCZ is outlined in pink.

Image 2.2: Secondary Consultation Zone



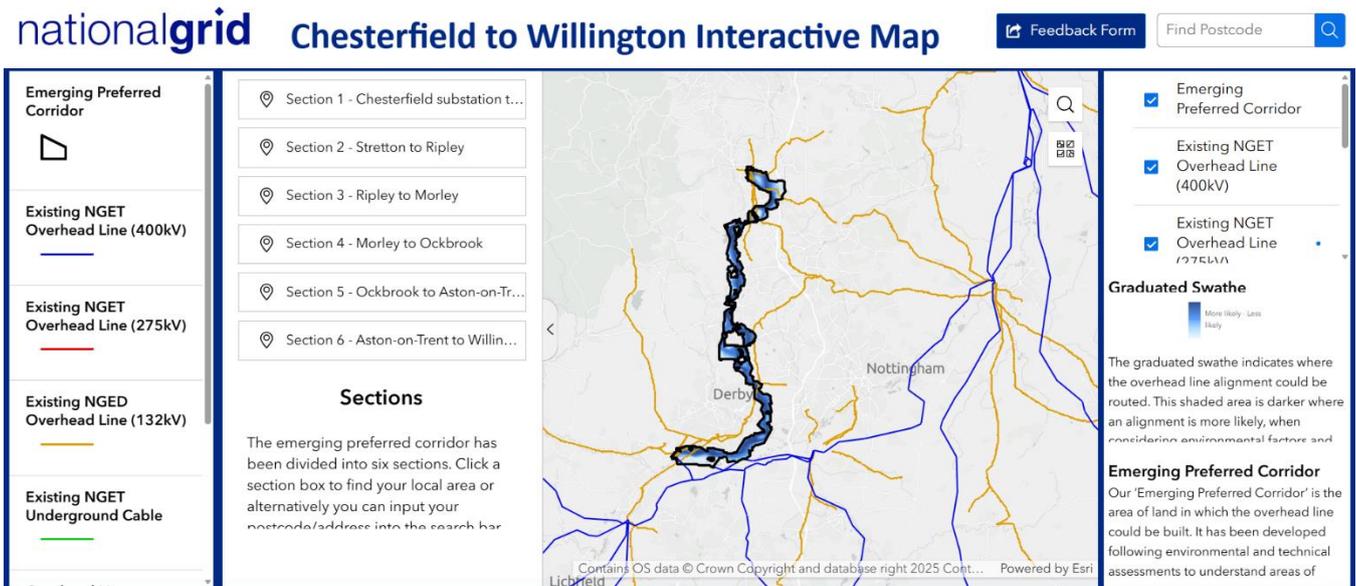
Consultation methods

- 2.3.11 To make the Stage 1 consultation as accessible as possible, National Grid used a blend of digital and traditional engagement channels to present information on the Project and gather feedback on the proposals. National Grid's consultation activities included:
- setting up a dedicated Project-specific website with an interactive map of the proposals, frequently asked questions, online feedback form, email and postal address information, and dedicated freephone community helpline;
 - direct mailing – mailing the consultation newsletter directly to over 69,848 properties in the PCZ;
 - producing materials to support consultation and making these available on the Project website – including the **Project Background Document, Corridor Preliminary Routeing and Siting Study (CPRSS), Strategic Options Report (SOR), Stage 1 Consultation Strategy, consultation newsletter, consultation banners, maps and plans, and the feedback form;**
 - public information events – hosting nine public information events and providing the opportunity to speak with technical experts from the Project team;
 - online events – holding eight online events including webinars and telephone 'call-backs';
 - information point locations – consultation materials were made available across 18 information points in appropriate locations in proximity to the proposals;
 - promotional activity – advertising in local and regional newspapers, social media, information to parish councils and a press release issued to local and regional publications; and
 - stakeholder engagement activities – stakeholder briefings for Members of Parliament (MPs), local elected representatives and parish councils.
- 2.3.12 Further information on each of these activities is provided below with supporting information available in the relevant appendices.

Project website, email, and freephone community relations helpline

- 2.3.13 National Grid updated the Project website at the launch of the Stage 1 consultation on 14 May 2024, with all consultation materials. These materials continue to be accessible on the Project website, available at: www.nationalgrid.com/the-great-grid-upgrade/chesterfield-to-willington. The website provided information on the dates and times of face-to-face and online events and provided a platform for people to submit their comments via an online version of the feedback form. Project documents were laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.
- 2.3.14 An interactive map also featured on the website. The interactive map referenced the entire Emerging Preferred Corridor and graduated swathe and enabled users to navigate to specific locations or postcodes to view specific points of interest. The interactive map has been upgraded since the Stage 1 consultation and can be found on the Project website which can be used to explore the route and associated infrastructure. **Image 2.3** shows the interactive map presented at the Stage 1 consultation.

Image 2.3: Interactive Map



- 2.3.15 During the Stage 1 consultation period, the Project website received 44,823 views from 37,003 users. The website remains live and maintains access to all consultation materials provided.
- 2.3.16 A dedicated email and freephone community relations helpline was also set up via chesterfield-willington@nationalgrid.com and 0800 073 1047 respectively.
- 2.3.17 A database was created at the start of the Project consisting of identified stakeholders. Consultees could also subscribe to receive email Project updates. Eight update emails were sent between 14 May 2024 and 27 September 2024, to 9,389 recipients. The stakeholder database grew throughout the consultation from 1,109 contacts to 1,904, as people subscribed to be kept updated. A copy of the emails sent can be found in **Appendix B**.

Consultation newsletter

- 2.3.18 A newsletter containing the Project information was mailed to 69,848 residential and business properties within the PCZ (1 km of the Project) at the start of the consultation on 14 May 2024. A copy of the newsletter can be found in **Appendix C**.
- 2.3.19 The newsletter included:
- an introduction to the Project;
 - an overview of the Project proposals being consulted on;
 - details of the consultation, its purpose and how to get involved in the engagement activities;
 - details on the face-to-face and online consultation events;
 - details on the local information points;
 - details on how consultees could find out more information on the Project and the engagement activities including how consultees could request or pick up printed materials;
 - information on how to contact the Project team;

- information on how consultees could provide their feedback;
- a map of the Project illustrating the Emerging Preferred Corridor, substation siting zones and the graduated swathe; and
- details on the next steps of the consultation process.

2.3.20 On 10 June 2024 a second newsletter was mailed to properties within the PCZ detailing the consultation extension due to the UK General Election and provided the new event and webinar schedule and the revised consultation timeframe. A copy of the newsletter is available on the Project website <https://www.nationalgrid.com/the-great-grid-upgrade/chesterfield-to-willington> and can be found in **Appendix C**.

Consultation materials

2.3.21 A range of technical and non-technical consultation materials were published as part of the Stage 1 consultation, which are set out in **Table 2.1**.

Table 2.1: Consultation materials

Material	Location
Project Background Document: set out general information about National Grid and the need for network reinforcement, moving toward net zero, identifying the route corridor and option selection process and how to find out more and have your say.	nationalgrid.com/document/151796/download
Consultation newsletter: summarised our proposals and provided information on the Stage 1 consultation.	Appendix C and nationalgrid.com/document/151806/download
Feedback form: a method by which feedback on the proposals could be submitted (online and paper copy).	Appendix E and nationalgrid.com/document/151816/download
Consultation banners: these banners displayed information about the Project and were used at the face-to-face consultation events.	nationalgrid.com/document/151811/download
Consultation Strategy: set out the approach to Stage 1 consultation.	Appendix A and nationalgrid.com/document/151821/download
SOR: explained the strategic options considered to deliver the necessary network reinforcement.	nationalgrid.com/document/151781/download
CPRSS: set out the work undertaken to develop the proposals that were presented at the Stage 1 consultation.	nationalgrid.com/document/151791/download
Posters: these posters displayed information about the Stage 1 consultation and public information events.	Appendix D

Material	Location
<p>Technical maps: including an existing infrastructure map, constraints natural environment map, constraints heritage features map, high level constraints map.</p>	<p>Existing infrastructure map - nationalgrid.com/document/151771/download Constraints natural environment map - nationalgrid.com/document/151831/download Constraints heritage features map - nationalgrid.com/document/151826/download High level constraints map - nationalgrid.com/document/151836/download</p>
<p>Maps of the proposals: including an overview map of the Emerging Preferred Corridor and six Section maps.</p>	<p>Emerging Preferred Corridor and Sections - nationalgrid.com/document/151851/download Section 1: Chesterfield Substation to Stretton - nationalgrid.com/document/151851/download Section 2: Stretton to Ripley - nationalgrid.com/document/151856/download Section 3: Ripley to Morley - nationalgrid.com/document/151861/download Section 4: Morley to Ockbrook - nationalgrid.com/document/151866/download Section 5: Ockbrook to Aston-on-Trent - nationalgrid.com/document/151871/download Section 6: Aston-on-Trent to Willington substation - nationalgrid.com/document/151871/download</p>
<p>Interactive map: displaying the Emerging Preferred Corridor and graduated swathe.</p>	<p>The interactive map has been upgraded since the Stage 1 consultation and can be found on the Project website: www.nationalgrid.com/the-great-grid-upgrade/chesterfield-to-willington</p>

Public information events (in person)

- 2.3.22 A programme of drop-in public information events provided stakeholders the opportunity to find out more about the proposals and to provide feedback in person.
- 2.3.23 Nine public information events were organised and were held at suitable, accessible venues (within or near the PCZ) and people were encouraged to attend and provide feedback on the information presented. The public consultation events provided the opportunity to view the proposals and speak to technical experts within the team.
- 2.3.24 The nine public information events were originally scheduled to take place from 30 May 2024 to 21 June 2024. Due to the announcement that the UK General Election would take place on 4 July 2024, the consultation deadline was extended from 9 July 2024 to 17 September 2024. As a result, the consultation events were rescheduled from 8 July to 24 July 2024 (see **Table 2.2**).
- 2.3.25 Events included display boards, a fly-through video of the Emerging Preferred Corridor, technical documentation and large-scale maps to view along with the **Project Background Document**, maps, and a feedback form to take away. In total, 1,583 attendees joined the team at the public consultation events, as detailed in **Table 2.2**.

Table 2.2: Schedule of public information events

Date and time	Venue	Attendees
Monday 8 July 2024 1pm – 6pm	Christ the King Parish Hall, 104 Nottingham Road, Alfreton DE55 7GL	127
Wednesday 10 July 2024 10am – 3pm	Greenwich Community Sports Hub, Nottingham Road, Ripley DE5 3AY	168
Friday 12 July 2024 2pm – 7pm	Pilsley Village Hall, Pear Tree Road, Pilsley S45 8HU	177
Saturday 13 July 2024 10am – 4pm	Calow Community Centre, Allpits Road, Calow S44 5AT	77
Monday 15 July 2024 2pm – 7pm	Kilburn Village Hall, Church Street, Kilburn. Belper DE56 OLU	411
Thursday 18 July 2024 2pm – 7pm	The Glapwell Centre, The Green, Glapwell S44 5LW	43
Friday 19 July 2024 2pm – 7pm	Findern Village Hall, Castle Hill, Findern DE65 6AL	79
Saturday 20 July 2024 10am – 4pm	Weston-on-Trent Village Hall, 47 Main Street, Weston-upon-Trent DE72 2BL	236
Wednesday 24 July 2024 2pm – 7pm	Ashbrook Community Centre, Ashbrook Avenue, Borrowash DE72 3JE	265
Total		1,583

Online events (webinars)

- 2.3.26 Online public webinars were organised to enable the Project team to present to a large audience and to provide an opportunity for stakeholders to ask the Project team questions. The webinars provided an opportunity for people who could not attend public consultation events in person and/or might not feel comfortable in a public place, to receive the same information that was available at the public consultation events.
- 2.3.27 Members of the public were invited to register to attend a webinar via the Project website or by calling the freephone community relations helpline. They were then sent details of how to join the webinar via a desktop, tablet or mobile device.
- 2.3.28 During the webinar, members of the Project team explained the background to the proposals and details related to the consultation. Following this, a moderated question and answer session took place, to enable attendees to ask questions of the Project team, simulating the type of engagement that would take place at the public consultation events. Where questions could not be directly answered during the presentation, arrangements were made to provide responses at a later date.
- 2.3.29 A total of eight webinars were held during the consultation period. Two webinars presented a general overview of the proposals, and six area-specific webinars were held to focus on specific parts of the Emerging Preferred Corridor. A recording of the general overview webinar on Tuesday 21 May was available on the website.

2.3.30 A total of 177 stakeholders (including members of the public) attended the webinars as detailed in **Table 2.3**.

Table 2.3: Schedule of online public webinars

Date and time	Webinar session	Attendees
Tuesday 21 May 2024 6pm	Introduction to Chesterfield to Willington Project proposals – general overview	38
Tuesday 9 July 2024 6pm	Our proposals in Section 1: Chesterfield Substation to Stretton	19
Tuesday 16 July 2024 6pm	Our proposals in Section 2: Stretton to Ripley	38
Monday 22 July 2024 6pm	Our proposals in Section 3: Ripley to Morley	30
Tuesday 23 July 2024 6pm	Our proposals in Section 4: Morley to Ockbrook	21
Thursday 25 July 2024 6pm	Our proposals in Section 5: Ockbrook to Aston-on-Trent	13
Monday 29 July 2024 6pm	Our proposals in Section 6: Aston-on-Trent to Willington substation	8
Wednesday 31 July 2024 6pm	Introduction to Chesterfield to Willington Project proposals – general overview	10
Total		177

Information point locations

2.3.31 In addition to being available via the Project website and on request, paper copies of key consultation materials were made available at 18 locations within or near to the Emerging Preferred Corridor from the start of the consultation period.

2.3.32 Consultation materials available at the information point locations included consultation newsletters, maps and plans of the Project, feedback forms, and freepost envelopes, which were available to be taken away. Reference copies of the **Project Background Document**, **SOR**, and **CPRSS** were available to view.

2.3.33 Documents were available at the following locations throughout the consultation period:

- Ilkeston Library, Market Place, Ilkeston DE7 5RN;
- Borrowash Library, Victoria Avenue, Borrowash DE72 3HE;
- Long Eaton Library, Tamworth Road, Long Eaton NG10 1JG;
- Alvaston Library, London Road, Alvaston DE24 8QP;
- Mickleover Library, Holly End Road, Mickleover DE3 OEA;
- Normanton Library, St Augustine’s Community Centre, Almond Street DE23 6LX;

- Riverside Library, Council House, Corporation Street DE1 2FS;
- Local Studies Library, Riverside Chambers, Derby DE1 3AF;
- Ripley Library, Grosvenor Road, Ripley DE5 3JE;
- Alfreton Library, Severn Square, Alfreton DE55 7BQ;
- Belper Library, Derwent Street, Belper DE56 1UQ;
- Heanor Library, Ilkeston Road, Heanor DE75 7DX;
- Clay Cross Library, Holmgate Road, Clay Cross S45 9PH;
- Holmewood Library, Heath Road, Holmewood S42 5RB;
- Bolsover Library, Church Street, Bolsover S44 6H;
- Chesterfield Library, New Beetwell Street, Chesterfield S40 1QN;
- Newbold Library, Windermere Road, Chesterfield S41 8DU; and
- Old Whittington Library, High Street, Chesterfield S41 9JZ.

Telephone call-backs

- 2.3.34 Throughout the consultation period, stakeholders and residents were invited to book in one-to-one telephone call-back appointments with members of the Project team.
- 2.3.35 Stakeholders were able to request a telephone call from a member of the Project team if they preferred to ask questions over the phone during the consultation period. This provided an alternative option for those who have restricted access to other engagement channels or are less comfortable with online technology.
- 2.3.36 These appointments were available as online meetings via Microsoft Teams or as traditional phone calls dependent on the stakeholder preference.

Promotional activity

Newspaper advertisements

- 2.3.37 Newspaper advertisements helped to ensure that stakeholders without access to the internet were made aware of the Project consultation.
- 2.3.38 Newspaper adverts were placed in a number of local and regional newspapers, with a combined circulation of more than 55,000. See **Table 2.4**.

Table 2.4: Newspaper adverts schedule

Region/area covered	Publication	Date(s)
Derby and South Derbyshire	Derby Telegraph	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024
Derbyshire	Derbyshire Times	16 May, 30 May, 13 June, 4 July, 11 July, 12 September 2024

Region/area covered	Publication	Date(s)
South Derbyshire, Erewash and Amber Valley	Burton Mail	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024
East Derbyshire	Nottingham Post	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024

2.3.39 Online adverts were also placed on the websites of the publications listed in **Table 2.5**.

Table 2.5: Online adverts schedule

Region/area covered	Publication	Date(s)	Number of impressions
Derby and South Derbyshire	Derbyshire Live	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024	380,003
South Derbyshire, Erewash and Amber Valley	Staffordshire Live	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024	299,880
East Derbyshire	Nottinghamshire Live	14 May, 10 June, 1 July, 4 July, 8 July, 9 September 2024	380,525
Derbyshire	Derbyshire Times	16 May, 30 May, 13 June, 4 July, 11 July, 12 September 2024	304,204

2.3.40 The advertisements contained the following information:

- an introduction to the Project and background;
- an introduction to the consultation with guidance on how to participate;
- a list of upcoming public information event dates;
- contact details for the Project team;
- invitation to view Project material on the website with a scannable QR code; and
- the deadline by which responses could be made.

2.3.41 The information presented was adjusted throughout the consultation dependent on when the adverts were published and what activity was still left to undertake in the consultation.

2.3.42 Advertisements were generally quarter or half print pages. A copy of the newspaper adverts can be found in **Appendix F**.

2.3.43 Online publication would include short messaging and direct users to the Project website. Examples of the adverts can be found in **Appendix F**.

Digital marketing campaigns

- 2.3.44 Digital promotion of the consultation was conducted through digital marketing campaigns via Meta platforms, Facebook and Instagram.
- 2.3.45 Across Facebook, an initial advert campaign ran from 14 May 2024 to 4 June 2024. An overview of the digital marketing campaign is set out in **Table 2.6**. Each advert directed users to visit the Project website and engage with the consultation, with adverts targeted at users living within 15 km to 30 km radius of the Project. A copy of the digital marketing advertisements can be found in **Appendix G**.

Table 2.6: Digital marketing campaign May to June 2024⁵

Topic	Target Area	Campaign dates
Launch of consultation	+30 km radius of Project	14 May – 21 May 2024
Webinar – general overview	+30 km radius of Project	14 May – 21 May 2024
Webinar – Chesterfield Substation to Stretton	Chesterfield and Stretton +15 km radius	21 May – 28 May 2024
Shardlow event	Shardlow +15 km radius	23 May – 30 May 2024
Glapwell event	Glapwell +15 km radius	24 May – 31 May 2024
Kilburn event	Kilburn +15 km radius	27 May – 3 June 2024
Alfreton event	Alfreton +15 km radius	28 May – 4 June 2024

- 2.3.46 Due to the announcement of the UK General Election, the consultation deadline was extended from 9 July 2024 to 17 September 2024. As a result, the social media campaigns were rescheduled.
- 2.3.47 The rescheduled Facebook advert campaign ran from 1 July 2024 to 17 September 2024. Each advert directed users to visit the Project website and engage with the consultation, with adverts targeted at users living within 15 km to 30 km radius of the Project. A copy of the digital media campaigns can be found in **Appendix G**. The traffic generated from these campaigns is set out in **Table 2.7**.

Table 2.7: Digital marketing campaign July to September 2024

Topic	Target Area	Campaign dates	Total impressions	Advert clicks
Chesterfield to Willington Consultation ⁶	Ripley +30 km radius	1 July – 17 September 2024	446,473	129
Chesterfield to Willington Consultation ⁷	Everyone who has engaged with the National Grid Facebook page	1 July – 17 September 2024	157,218	956

⁵ Adverts were deleted from the Meta Ad Centre system after the election was called and the consultation extended, which is why the traffic generated from the campaigns is not available.

⁶ Ad also ran on Instagram.

⁷ Ad also ran on Instagram.

Topic	Target Area	Campaign dates	Total impressions	Advert clicks
Alfreton event	Alfreton +15 km radius	1 July – 8 July 2024	147,277	192
Webinar – Chesterfield Substation to Stretton	Chesterfield and Stretton +15 km radius	2 July – 9 July 2024	147,068	151
Ripley event	Ripley +15 km radius	3 July – 10 July 2024	148,870	179
Pilsley event	Pilsley +15 km radius	5 July – 12 July 2024	140,791	179
Calow event	Calow +15 km radius	6 July – 13 July 2024	152,071	148
Kilburn event	Kilburn +15 km radius	8 July – 15 July 2024	149,527	182
Webinar – Stretton to Ripley	Stretton and Ripley +15 km radius	9 July – 16 July 2024	138,177	155
Glapwell event	Glapwell +15 km radius	11 July – 18 July 2024	137,579	164
Findern event	Findern +15 km radius	12 July – 19 July 2024	140,229	164
Weston-on-Trent event	Shardlow +15 km radius	13 July – 20 July 2024	134,326	145
Webinar – Ripley to Morley	Ripley and Morley +15 km radius	15 July – 22 July 2024	163,019	172
Webinar – Morley to Ockbrook	Morley and Ockbrook +15 km radius	16 July – 23 July 2024	149,491	195
Borrowash event	Borrowash +15 km radius	17 July – 24 July 2024	147,116	174
Webinar – Ockbrook to Aston-on-Trent	Ockbrook and Ashton-on-Trent +15 km radius	18 July – 25 July 2024	143,244	170
Webinar – Aston-on-Trent to Willington	Aston-on-Trent and Willington +15 km radius	22 July – 29 July 2024	138,852	155
Webinar – Chesterfield to Willington	+30 km radius of Project	24 July – 31 July 2024	165,188	193
Total			2,946,516	3,803

Parish council information packs

2.3.48 Information packs were provided to the parish councils within the SCZ on the launch of the consultation on 14 May 2024.

2.3.49 Where contact details had been provided/were publicly available, information packs were sent to the parish councils, which included:

- one general consultation promotion poster;
- one event schedule poster;
- three copies of the **Project Background Documents**;
- five copies of newsletters;
- 10 copies of the feedback form;
- 10 freepost envelopes; and
- one cover letter.

2.3.50 Digital versions of the information packs were also sent to the parish councils, where the contact details had been provided/were publicly available. In addition to the materials listed above, the digital packs also included the following items to enable parish councils to promote the consultation and events via their own online channels:

- one general consultation promotion graphic;
- one event schedule graphic; and
- link to all online consultation materials.

2.3.51 Updated print and digital packs were sent to the parish councils once the consultation extension and revised event schedule were confirmed and new materials published.

2.3.52 A copy of the newsletter, poster and feedback form can be found in **Appendices C, D and E** respectively.

Press releases

2.3.53 Two press releases were issued to local media during the consultation. The first, issued 14 May 2024, announced commencement of the consultation, including details of the Project and how local communities could get involved. The press release was published on the National Grid website and received coverage in Derbyshire Live, Derbyshire Times, BBC News, Yahoo News, TheBusinessDesk.com, Renewable Energy News Europe, and Energy News.

2.3.54 The second press release, issued 1 July 2024, announced the extension of the consultation period and provided details for the webinar and public consultation events. The press release was published on the National Grid website: <https://www.nationalgrid.com/media-centre/press-releases/consultation-extended-national-grid-proposals-derbyshire-clean-electricity-project>

2.3.55 A copy of the media coverage received can be found in **Appendix H**.

Stakeholder engagement activities

- 2.3.56 National Grid undertook a number of stakeholder engagement activities leading up to and throughout the consultation period.
- 2.3.57 Ahead of the launch of the Stage 1 consultation, MPs were offered a briefing to have early sight of the proposals, for the Project team to outline how they would engage with communities throughout the consultation and to provide them the opportunity to ask any questions. A number of these MPs took up this early engagement offer, and the Project continued to engage with them throughout the consultation.
- 2.3.58 Briefings were offered to all county and district councils and parish councils that lie within the PCZ and SCZ and arranged from the launch of the consultation onwards. These briefing sessions explained the proposals and the approach to consultation while providing an opportunity to answer stakeholder questions, further supporting stakeholder relationships.
- 2.3.59 Ahead of, and throughout the consultation briefing sessions took place with six councils, two parish councils and eight MPs with constituencies within the PCZ and SCZ. A list of the briefing sessions held is presented in **Table 2.8**.

Table 2.8: Briefing sessions for councils, parish councils, and MPs

Date	Stakeholder	Number of attendees
19 March 2024	Lee Rowley MP (North East Derbyshire)	1
20 March 2024	Nigel Mills MP (Amber Valley)	1
4 April 2024	Heather Wheeler MP (South Derbyshire)	1
30 April 2024	Lee Rowley MP (North East Derbyshire)	1
30 April 2024	Heather Wheeler MP (South Derbyshire)	1
7 May 2024	Toby Perkins MP (Chesterfield)	1
13 May 2024	Nigel Mills MP (Amber Valley)	1
14 May 2024	Bolsover District Council	11
14 May 2024	Erewash Borough Council	13
15 May 2024	Maggie Throup MP (Erewash)	1
15 May 2024	Derby City Council	6
20 May 2024	Route-wide parish councils briefing	0
23 May 2024	Route-wide parish councils briefing	1
24 May 2024	Route-wide parish councils briefing	0
28 May 2024	Amber Valley Borough Council	9
11 July 2024	North East Derbyshire District Council	7
28 August 2024	Catherine Atkinson MP (Derby North)	1
29 August 2024	South Derbyshire District Council	8
30 August 2024	Aston Ward Parish Councils	8

Date	Stakeholder	Number of attendees
2 September 2024	Linsey Farnsworth MP (Amber Valley) and Jonathan Davies MP (Mid Derbyshire)	1
2 September 2024	Samantha Niblett MP (South Derbyshire)	1
12 September 2024	Amber Valley Borough Council - second briefing	9

Accessibility and inclusivity

2.3.60 National Grid recognises that the methods used for consultation may be inaccessible for some people and groups.

2.3.61 To engage equally with all stakeholders and ensure the consultation was accessible irrespective of communications access, National Grid:

- directly mailed a newsletter with Project information to all stakeholders within the PCZ, provided details of how to access paper copies and multiple ways they could provide feedback;
- made important information available in both digital and non-digital formats and provided alternative formats (such as audio or alternative languages) for those who needed them, on request;
- ensured paper copies of information were available at public information point locations, along with the opportunity to request a telephone or video call with the Project team; and sent document packs to those who were unable to access the materials online;
- advertised the consultation and Project through a variety of traditional and digital media; and
- identified and actively reached out to stakeholder groups through channels they already engaged with.

2.3.62 Consultees were encouraged to provide their feedback in writing, however, feedback could be given over the phone where the other channels for responding were not suitable, for example to meet equality, diversity and accessibility needs.

2.4 Ways to respond

2.4.1 National Grid provided several channels to submit feedback, set out below:

- **online feedback form** (via the Project website) – An electronic version of the feedback form was available on the Project website, at www.nationalgrid.com/chesterfieldtowillington. This could either be completed and submitted online or downloaded from the website and posted to the Freepost address;
- **paper copy feedback form** – Paper copies of the feedback form were available at consultation events, information deposit locations and upon request. They were also available as a PDF on the Project website, to be printed at home if preferred and posted via the Freepost address;

- **email** – An email address (chesterfield-willington@nationalgrid.com) was available for submitting feedback; and
- **post** – Paper copy responses (including letters and paper copy feedback forms) could be submitted in writing to the freepost address at 'FREEPOST NATIONAL GRID PROJECTS (JBP)'.

2.4.2 A freephone community relations helpline was available for people to call if they had any queries or wanted to arrange a call back from a member of the Project team to discuss a specific topic. It was also available for people to request a paper copy of the feedback form, and a freepost envelope, enabling consultees to send their feedback to the Project team free of charge. Lines were open Monday to Friday 9.00am – 5.30pm, and an answerphone facility was available to take messages outside these hours.

2.4.3 Members of the public who wanted to provide their feedback at the in-person events were provided with a paper copy of the feedback form which they were able to hand in at the event or return via freepost.

2.5 Responses

2.5.1 A total of 2,643 feedback submissions were received during the Stage 1 consultation period from local communities, stakeholders and other consultees. These comprised:

- 369 paper feedback forms;
- 1,927 online feedback forms;
- 335 emails containing feedback sent to the Project inbox; and
- 12 letters containing feedback.

2.5.2 Although some feedback was received after the close of the Stage 1 consultation, all responses have been considered and reported in section 3.6 of this report.

2.5.3 There were 65 responses received from technical and statutory consultees, detailed in section 3.6 of this report.

3. Analysis of feedback

3.1 Introduction

3.1.1 This chapter provides a summary of the feedback received during Stage 1 consultation. It outlines the work undertaken to analyse the information and provides a summary of feedback received as well as National Grid's responses.

3.1.2 **Chapter 3** is structured as follows:

- 3.2 Feedback form: contains a breakdown of the feedback form in terms of open and closed questions;
- 3.3 Analysis of feedback: outlines the approach taken to analysis;
- 3.4 Responses to closed questions: details the results to the closed questions;
- 3.5 Responses to open questions: provides an overview of the open questions; and
- 3.6 Summary of stakeholder comments: contains tables which summarise feedback received during the Stage 1 consultation.

3.2 Feedback form

3.2.1 The feedback form asked a total of 33 questions, including a mix of closed and open questions, and consisted of 15 sections:

- About you;
- Connecting at Chesterfield and Willington;
- The Emerging Preferred Corridor;
- The graduated swathe;
- Section 1: Chesterfield Substation to Stretton;
- Section 2: Stretton to Ripley;
- Section 3: Ripley to Morley;
- Section 4: Morley to Ockbrook;
- Section 5: Ockbrook to Aston-on-Trent;
- Section 6: Aston-on-Trent to Willington substation;
- Associated works and other aspects;
- Refining our proposals;
- Our consultation;
- Additional questions – net zero; and
- Equality and diversity.

- 3.2.2 A copy of the feedback form can be found on the Project website and also in **Appendix E** of this report.
- 3.2.3 The analysis of the closed (quantitative) questions is detailed in section 3.4, while comments received during the open (qualitative) questions are detailed in section 3.6.

3.3 Analysis of feedback

- 3.3.1 Following the close of the consultation, National Grid reviewed all the responses received.
- 3.3.2 The responses to the closed questions were analysed to help the Project team understand the proportion of respondents that chose each option and to see if there was a majority response. The outcome of this analysis is set out in section 3.4 of this report. With regard to the percentages on the graphs in the sections below, the numbers have been ‘rounded’ up or down to provide the percentage and as such there will be times when the totals are not equal to 100 per cent.
- 3.3.3 To analyse the responses received to the open questions, a coding framework was used based on the structure of the consultation feedback form. This enabled the grouping of responses into themes which was considered a reasonable and proportionate approach given the volume of feedback received. This approach was considered preferable to setting out each individual item of feedback in this report which would lead to duplication.
- 3.3.4 A response to an open text question could receive multiple codes to highlight different themes covered. Responses were also accepted through letter and email and these were recorded and analysed in the same way as the open question responses to the feedback forms.
- 3.3.5 A classification tree was created to code all written/longform feedback – this included letters, emails and the free text sections on the feedback form.
- 3.3.6 Each category was broken down into further sub-sections. These included the sentiment of the comment (positive, negative, neutral) and whether the comment could be considered a suggestion. A number of categories (such as visual impact) were also split into the sections of the Emerging Preferred Corridor being used at this consultation, so that comments could be coded as being specific to a certain area of the Project.
- 3.3.7 All General Data Protection Regulation compliant responses, regardless of their origin, were analysed by the Project team and assigned codes based upon the content of the response(s) provided.
- 3.3.8 Each response was assigned a unique reference number to create an audit trail throughout the analysis process. Quality assurance checks were undertaken to ensure that each response was accounted for and analysed, and that the coding undertaken accurately reflected the feedback within the comment.
- 3.3.9 National Grid has considered every issue raised and had regard to all feedback, though it has not been able to accede to every suggestion or request.

3.4 Responses to closed questions

3.4.1 This section presents and discusses the feedback gathered via the closed questions on the feedback form.

About You

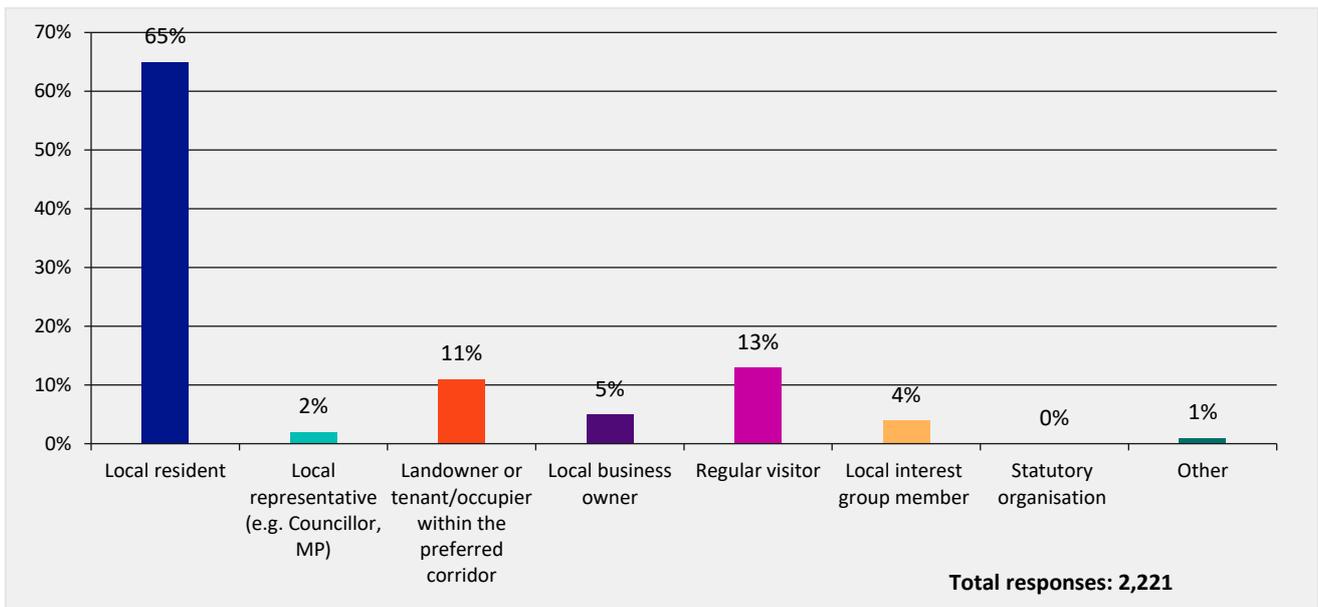
3.4.2 In the 'About You' section of the consultation feedback form, respondents were asked the capacity in which they were responding to the consultation.

3.4.3 The highest number of responses received were from 'Local residents' (65% - 1,444). The next most represented group was 'Regular visitors' (13% - 292), followed by 'Landowner or tenant/occupier in within the preferred corridor' (11% - 249). The lowest represented groups were 'Other' (1% - 15), followed by 'Local representative' (2% - 35), 'Local interest group member' (4% - 79) and 'Local business owner' (5% - 103).

3.4.4 The 'Other' responses comprised land agents, business owners, and individuals with an interest in the Project.

3.4.5 A total of 2,221 respondents answered this question. The responses are presented in **Image 3.1**.

Image 3.1: How would you describe your interest in Chesterfield to Willington?



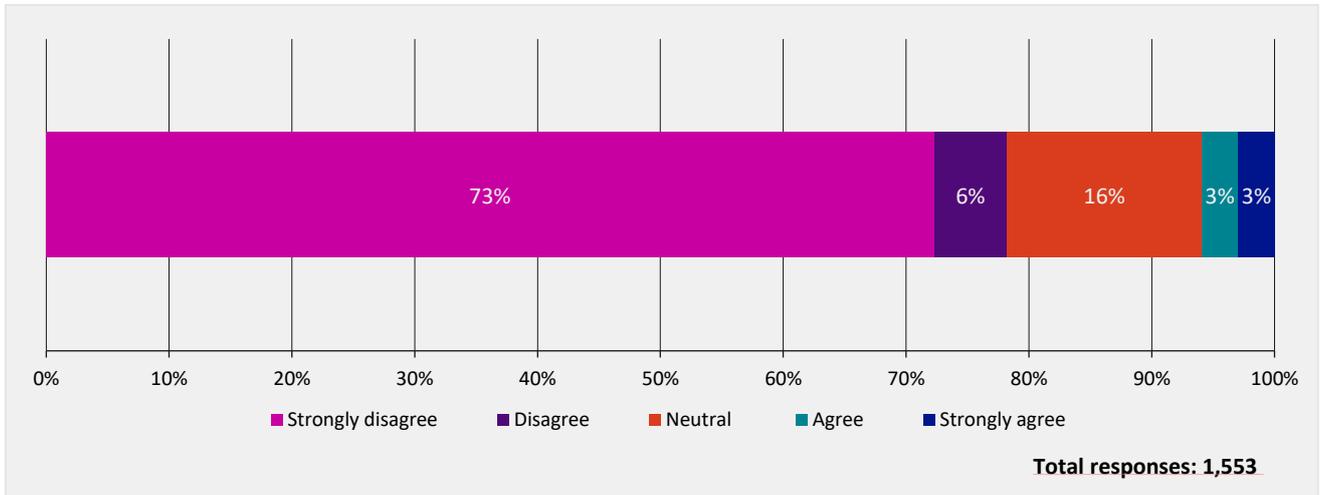
The Emerging Preferred Corridor – question 2a

3.4.6 In response to question 2a, where respondents were asked the extent to which they agreed with the Emerging Preferred Corridor identified for each Section of the proposed route, the majority response received for each Section was 'Strongly disagree'.

3.4.7 For Section 1: Chesterfield Substation to Stretton, 73% (1,128) of respondents stated that they 'Strongly disagree' and 6% (92) stated they 'Disagree' with the Emerging Preferred Corridor identified in Section 1. Meanwhile, 6% (83) stated they either 'Agree' (3% - 39) or 'Strongly agree' (3% - 44). The remaining 16% (250) of respondents answered 'Neutral'.

3.4.8 A total of 1,553 respondents answered this question. The responses are presented in **Image 3.2**.

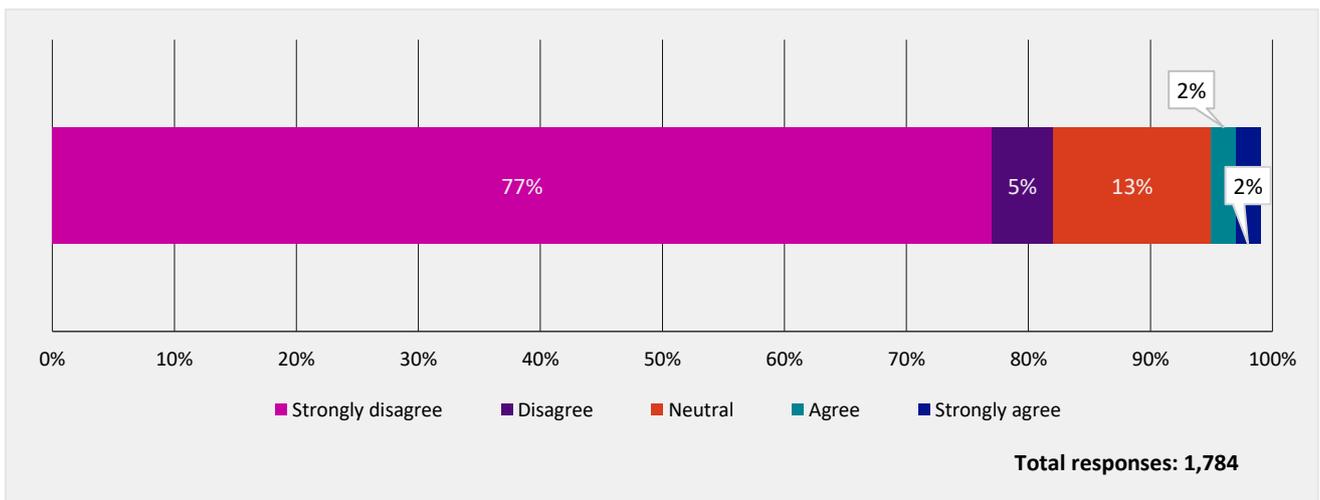
Image 3.2: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 1: Chesterfield Substation to Stretton



3.4.9 For Section 2: Stretton to Ripley 82% (1,475) of respondents stated that they ‘*Strongly disagree*’ (77% - 1,380) or ‘*Disagree*’ (5% - 95) with the Emerging Preferred Corridor. 4% (75) of respondents stated that they ‘*Strongly agree*’ (2% - 44) or ‘*Agree*’ (2% - 31) with the Emerging Preferred Corridor in this Section, while 13% (234) remained ‘*Neutral*’.

3.4.10 A total of 1,784 respondents answered this question. The responses are presented in **Image 3.3**.

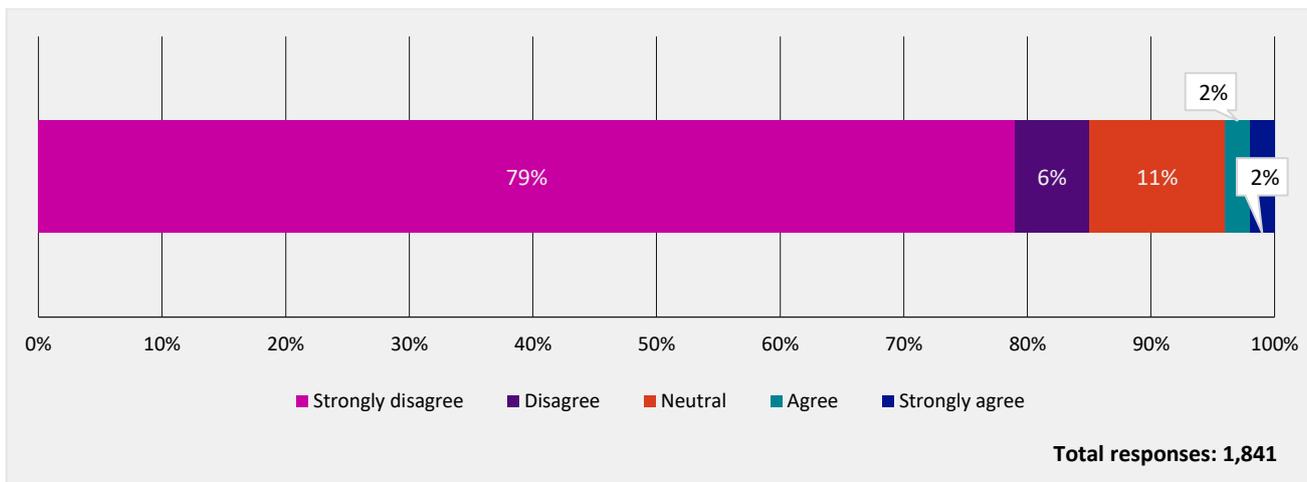
Image 3.3: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 2: Stretton to Ripley



3.4.11 For Section 3: Ripley to Morley, 79% (1,462) of respondents stated they ‘*Strongly disagree*’ and 6% (104) stated they ‘*Disagree*’ with the Section 3 Emerging Preferred Corridor. 11% (203) stated they were ‘*Neutral*’ and 4% (72) stated they ‘*Strongly agree*’ (2% - 39) or ‘*Agree*’ (2% - 33) with the Emerging Preferred Corridor.

3.4.12 A total of 1,841 respondents answered this question. The responses are presented in **Image 3.4**.

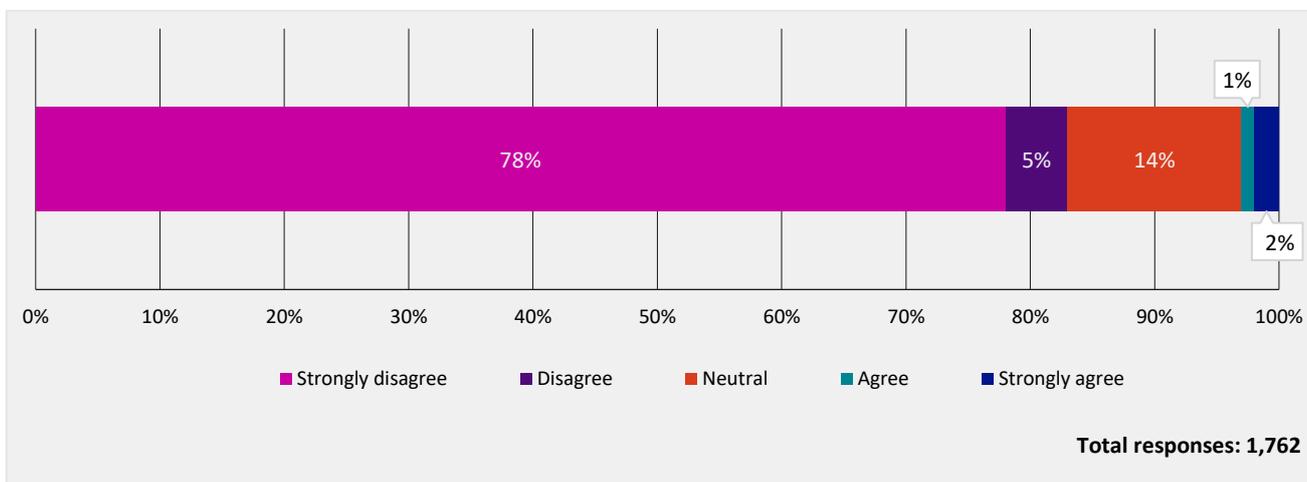
Image 3.4: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 3: Ripley to Morley



3.4.13 For Section 4: Morley to Ockbrook, 83% (1,457) of respondents indicated they ‘*Strongly disagree*’ (78% - 1,370) or ‘*Disagree*’ (5% - 87) with the Emerging Preferred Corridor, and only 3% (63) of respondents stated they ‘*Strongly agree*’ (2% - 37) or ‘*Agree*’ (1% - 26). The remaining 14% (242) responded with ‘*Neutral*’.

3.4.14 A total of 1,762 respondents answered this question. The responses are presented in **Image 3.5**.

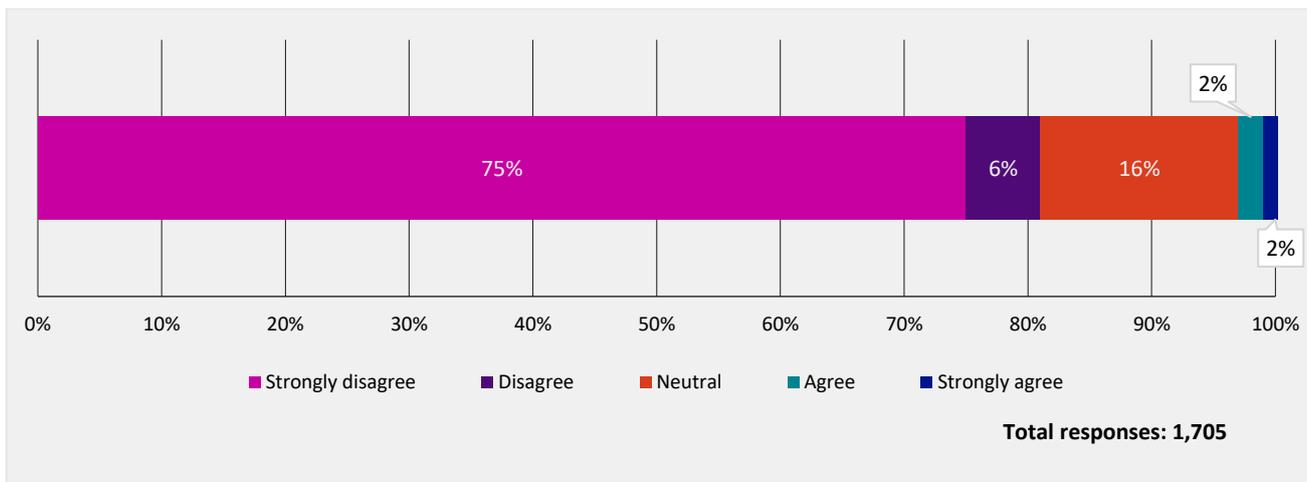
Image 3.5: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 4: Morley to Ockbrook



3.4.15 Section 5: Ockbrook to Aston-on-Trent had 81% (1,360) of respondents indicated they ‘*Strongly disagree*’ (75% - 1,257) or ‘*Disagree*’ (6% - 103) with the Emerging Preferred Corridor in this Section. 4% (65) stated they ‘*Strongly agree*’ (2% - 39) or ‘*Agree*’ (2% - 26), and 16% (280) indicated they were ‘*Neutral*’.

3.4.16 A total of 1,705 respondents answered this question. The responses are presented in **Image 3.6**.

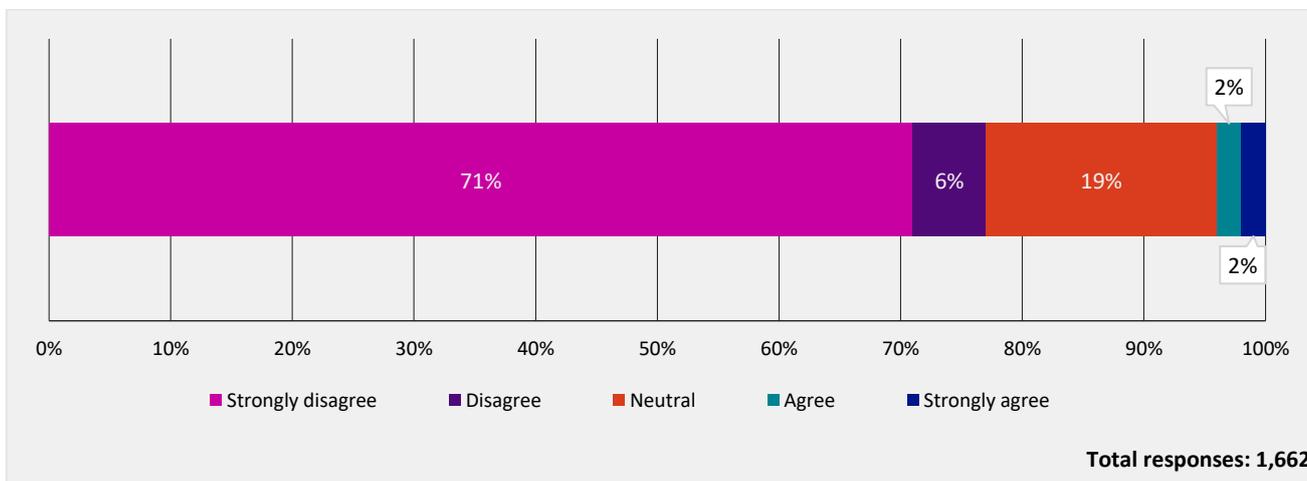
Image 3.6: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 5: Ockbrook to Aston-on-Trent



3.4.17 For Section 6: Aston-on-Trent to Willington substation, 77% (1,279) of responses were either ‘*Strongly disagree*’ (71% - 1,182) or ‘*Disagree*’ (6% - 97). 4% (71) stated they ‘*Strongly agree*’ (2% - 38) or ‘*Agree*’ (2% - 33) with the Emerging Preferred Corridor in Section 6, and nearly one-fifth (19% - 312) indicated they were ‘*Neutral*’.

3.4.18 A total of 1,662 respondents answered this question. The responses are presented in **Image 3.7**.

Image 3.7: Do you agree with the Emerging Preferred Corridor that has been identified for each Section of the proposed route? Section 6: Aston-on-Trent to Willington substation



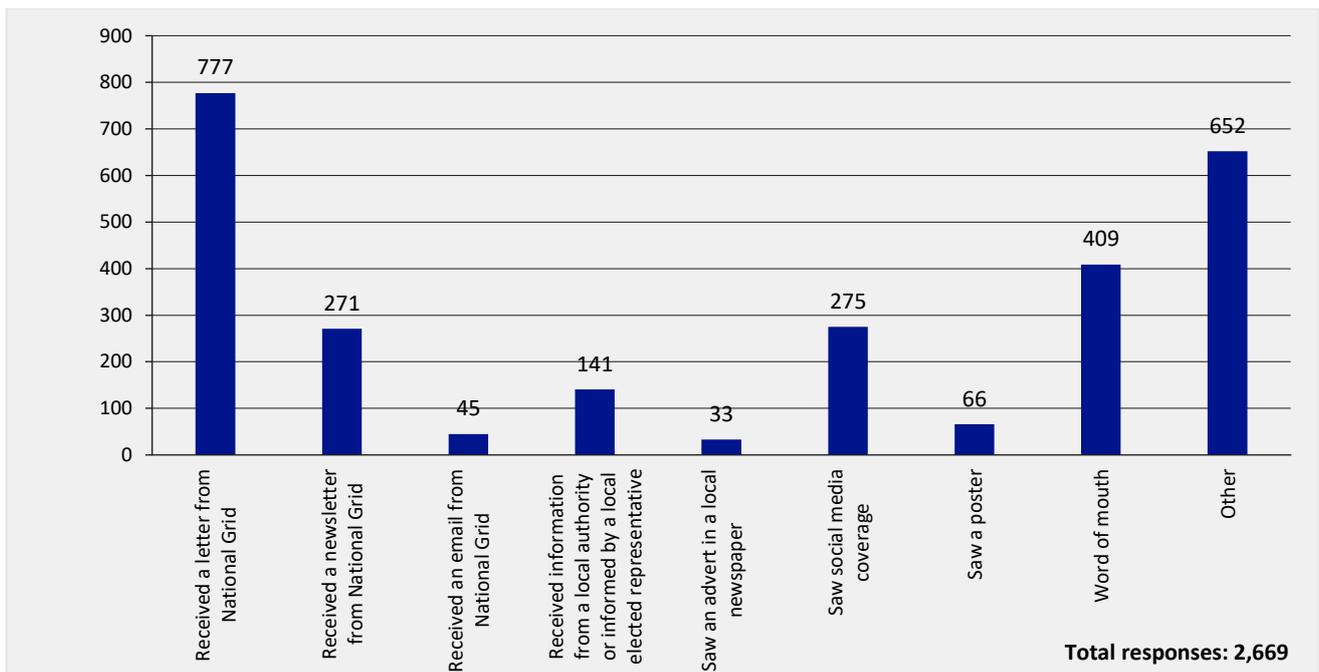
3.4.19 Respondents were able to provide detail on the reason for their answer as part of Question 2b and the feedback received has been summarised in section 3.6 of this report.

Our consultation – Question 6a

3.4.20 In response to question 6a, where respondents were asked to indicate how they heard about the consultation, the most often-selected method was ‘*received a letter from National Grid*’ (29% - 777). Other frequent responses included ‘*Word of mouth*’ (15% - 409), ‘*received a newsletter from National Grid*’ (10% - 271), and ‘*saw social media coverage*’ (10% - 275). The least selected response was ‘*saw an advert in a local newspaper*’ (1% - 33).

- 3.4.21 24% (652) of respondents selected 'Other'. Respondents who selected this option were asked to provide detail: common responses indicated that they were notified by a local business, notified by neighbours or neighbourhood group, notified by local group/organisation, received a newsletter from their local council, heard radio coverage, saw a protest banner, attended a local event or library, or saw it on the National Grid website.
- 3.4.22 Respondents were able to select more than one option to answer this question, resulting in 2,669 responses. The responses are presented in **Image 3.8**.

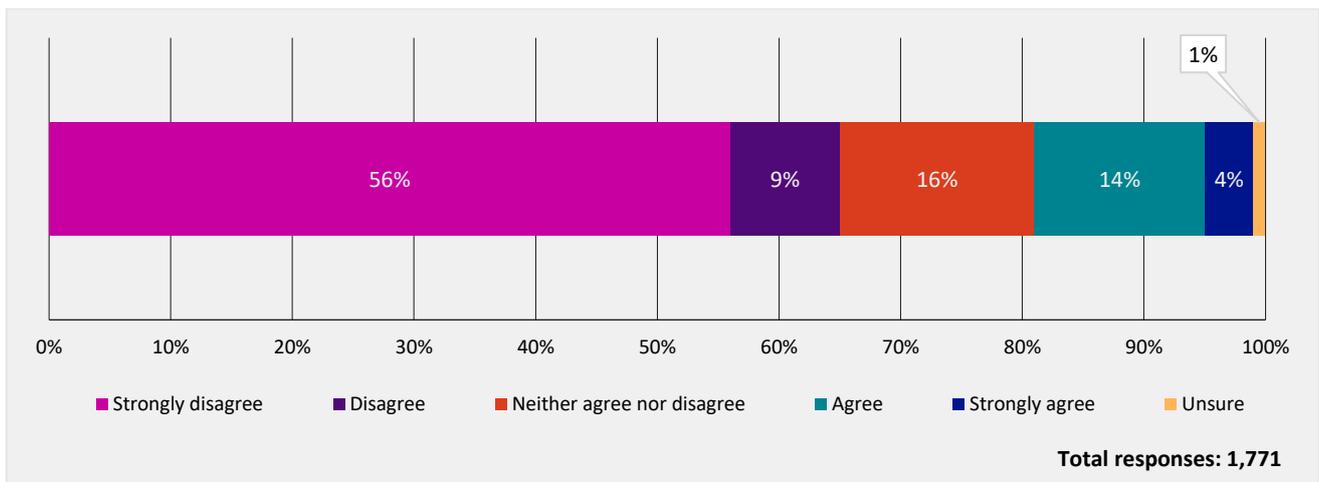
Image 3.8: Please let us know how you heard about this consultation by selecting one or more of the following boxes



Our consultation – question 6b

- 3.4.23 In response to question 6b, where respondents were asked to rate how the information was presented in the consultation, nearly two-thirds (65% - 1,158) of respondents stated that they either 'Strongly disagree' (56% - 990) or 'Disagree' (9% - 168) that the information was clearly presented and was easy to understand. 18% (311) of respondents thought the information was clear and easy to understand (14% (243) indicated they 'Agree' and 4% (68) indicated they 'Strongly agree'). 16% (278) of respondents indicated they 'Neither agree nor disagree' and 1% (24) stated they were 'Unsure'.
- 3.4.24 Respondents were able to provide detail on the reason for their answer and the feedback received has been summarised in section 3.6 of this report.
- 3.4.25 A total of 1,771 respondents answered this question. The responses are presented in **Image 3.9**.

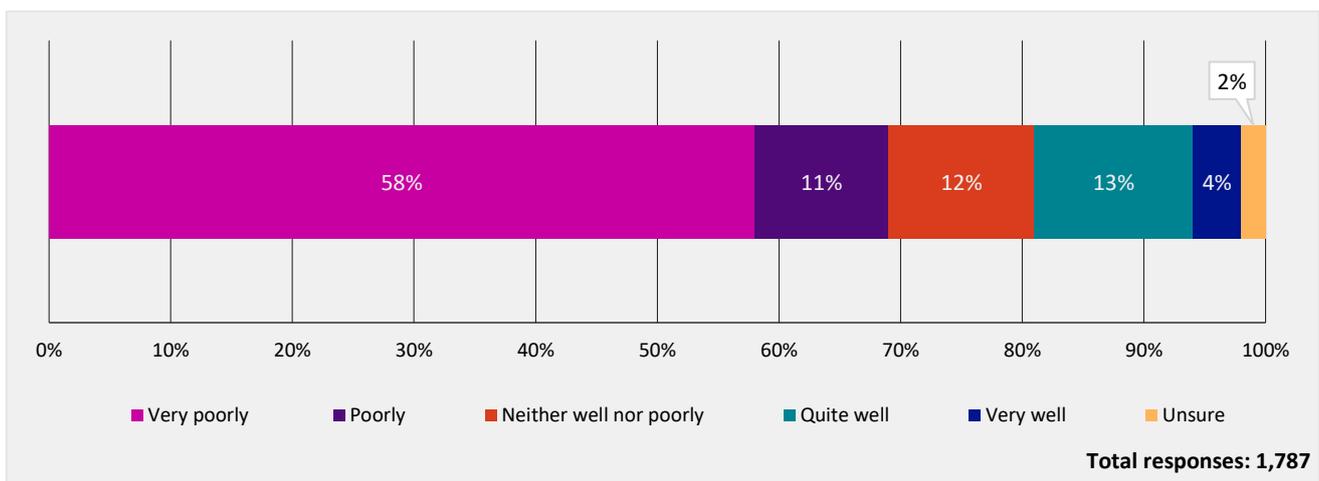
Image 3.9: Please rate the information included as part of this consultation in terms of how clearly it was presented and how easy it was to understand



Our consultation – question 6c

- 3.4.26 In response to question 6c, where respondents were asked to indicate how well the consultation was promoted and advertised to the public, the most popular answer was ‘*Very poorly*’ (58% - 1,045). The next most commonly selected response was ‘*Quite well*’ (13% - 228), closely followed by ‘*Neither well nor poorly*’ (12% - 212) and ‘*Poorly*’ (11% - 194). ‘*Unsure*’ was selected by 2% (29) of respondents.
- 3.4.27 Respondents were able to provide detail on the reason for their answer and the feedback received has been summarised in section 3.6 of this report.
- 3.4.28 A total of 1,787 respondents answered this question. The responses are presented in **Image 3.10**.

Image 3.10: Please rate how well this consultation was promoted and advertised to the public

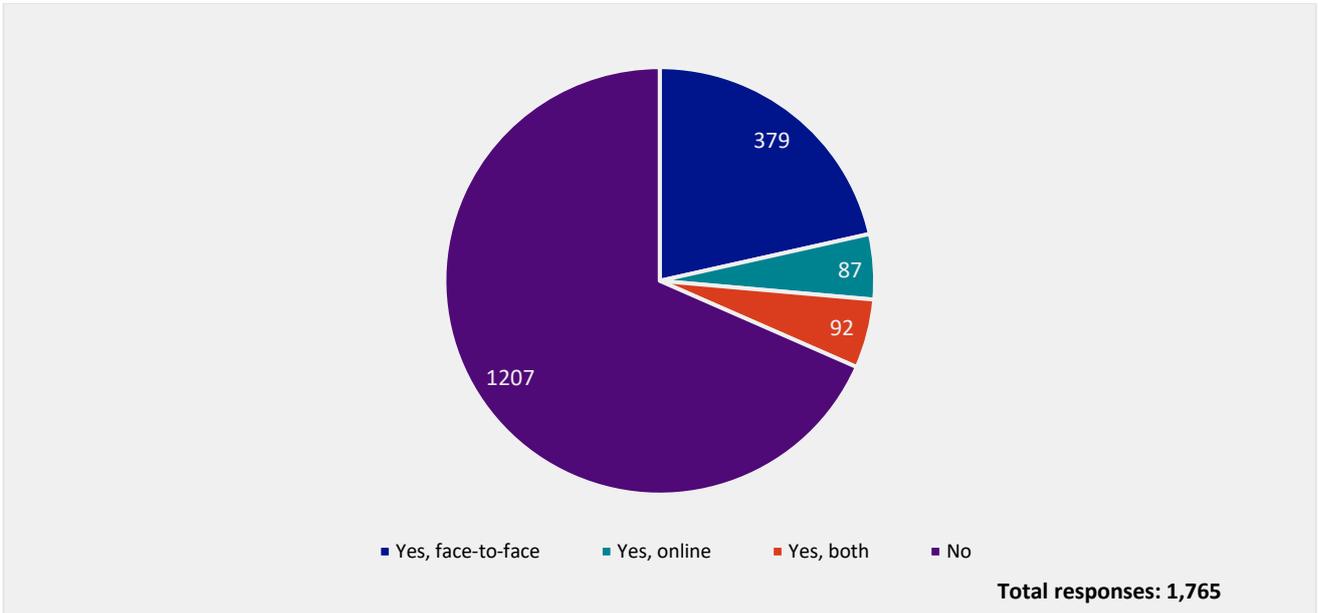


Our consultation – question 6d

- 3.4.29 In response to question 6d, where respondents were asked whether they attended one of the consultation events, the most commonly provided answer was ‘*No*’ (69% - 1,207). Just under a third of respondents said that they attended one of the events, ‘*Yes, face-to-face*’ (21% - 379), with 5% (87) saying they attended an online event, and a further 5% (92) saying they attended online and in person events.

3.4.30 A total of 1,765 respondents answered this question. The responses are presented in **Image 3.11**.

Image 3.11: Did you attend one of our face-to-face or online consultation events?

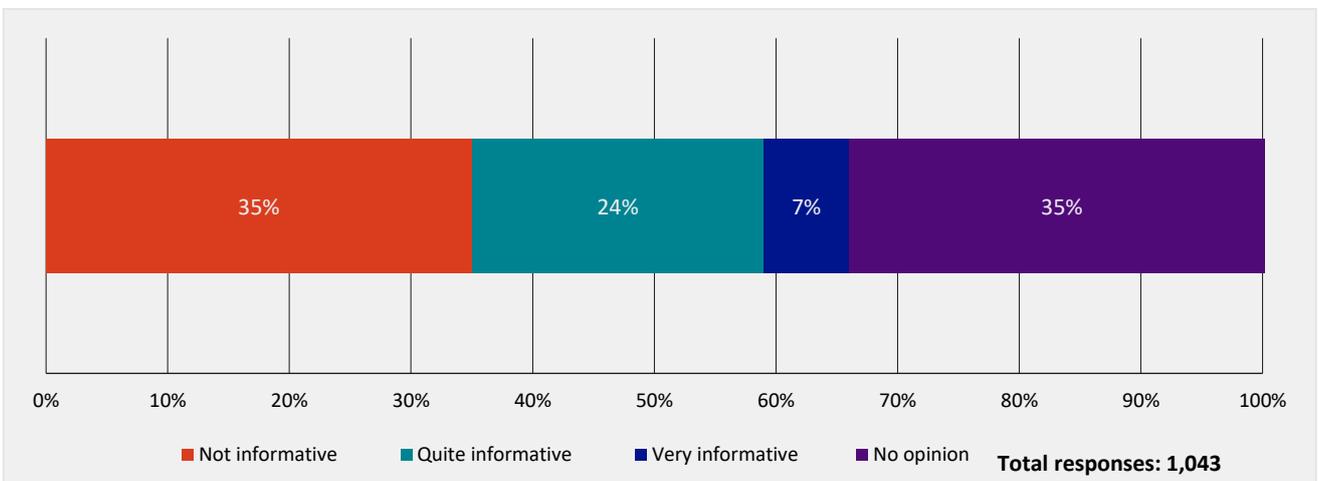


Our consultation – question 6e

3.4.31 In response to question 6e, where respondents were asked to indicate how informative they found the consultation events and/or consultation materials, just over a third of respondents stated that they were *‘Not informative’* (35% - 366). Around a quarter said they found them *‘Quite informative’* (24% - 249), and a further 7% (68) said they found them *‘Very informative’*. A further third (35% - 360) stated they had *‘No opinion’*.

3.4.32 A total of 1,043 respondents answered this question. The responses are presented in **Image 3.12**.

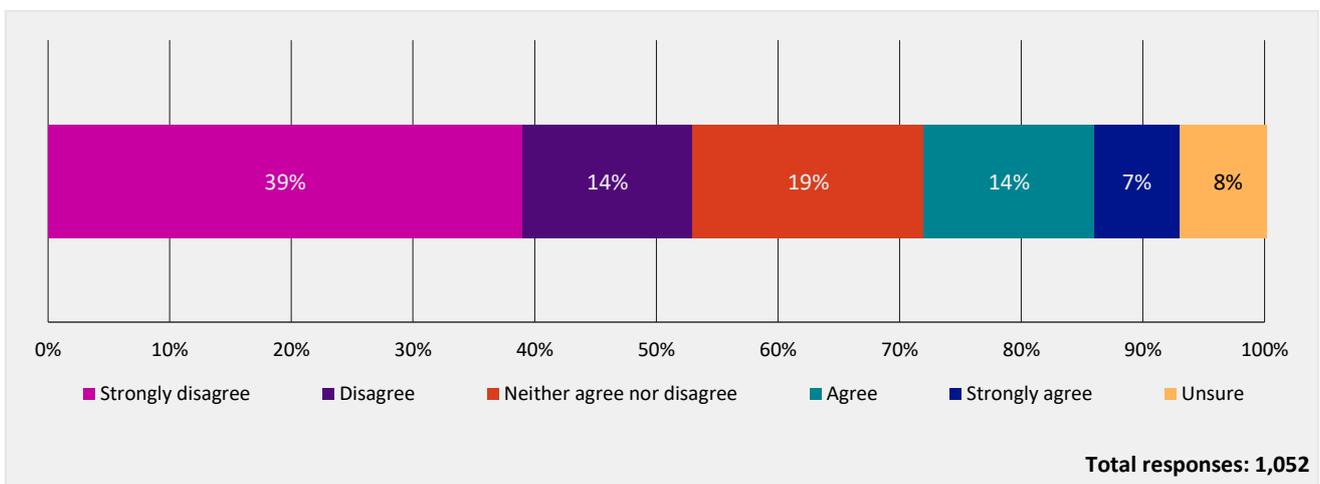
Image 3.12: How informative did you find our consultation events and/or our consultation materials?



Net zero – question 7a

- 3.4.33 In response to question 7a, where respondents were asked to indicate the extent to which they agreed with the need for the Project, over a third of respondents stated that they ‘*Strongly disagree*’ (39% - 412). A further 14% (143) stated that they ‘*Disagree*’ with the need for the Project. 14% (144) of respondents indicated that they ‘*Agree*’ and a further 7% (73) stated they ‘*Strongly Agree*’. 19% (201) of respondents indicated that they ‘*Neither agree or disagree*, and 8% (79) said they were ‘*Unsure*’.
- 3.4.34 Respondents were able to provide detail on the reason for their answer in question 7b and the feedback received has been summarised in section 3.6 of this report.
- 3.4.35 A total of 1,052 respondents answered this question. The responses are presented in **Image 3.13**.

Image 3.13: To what extent do you agree with the identified need for Chesterfield to Willington?

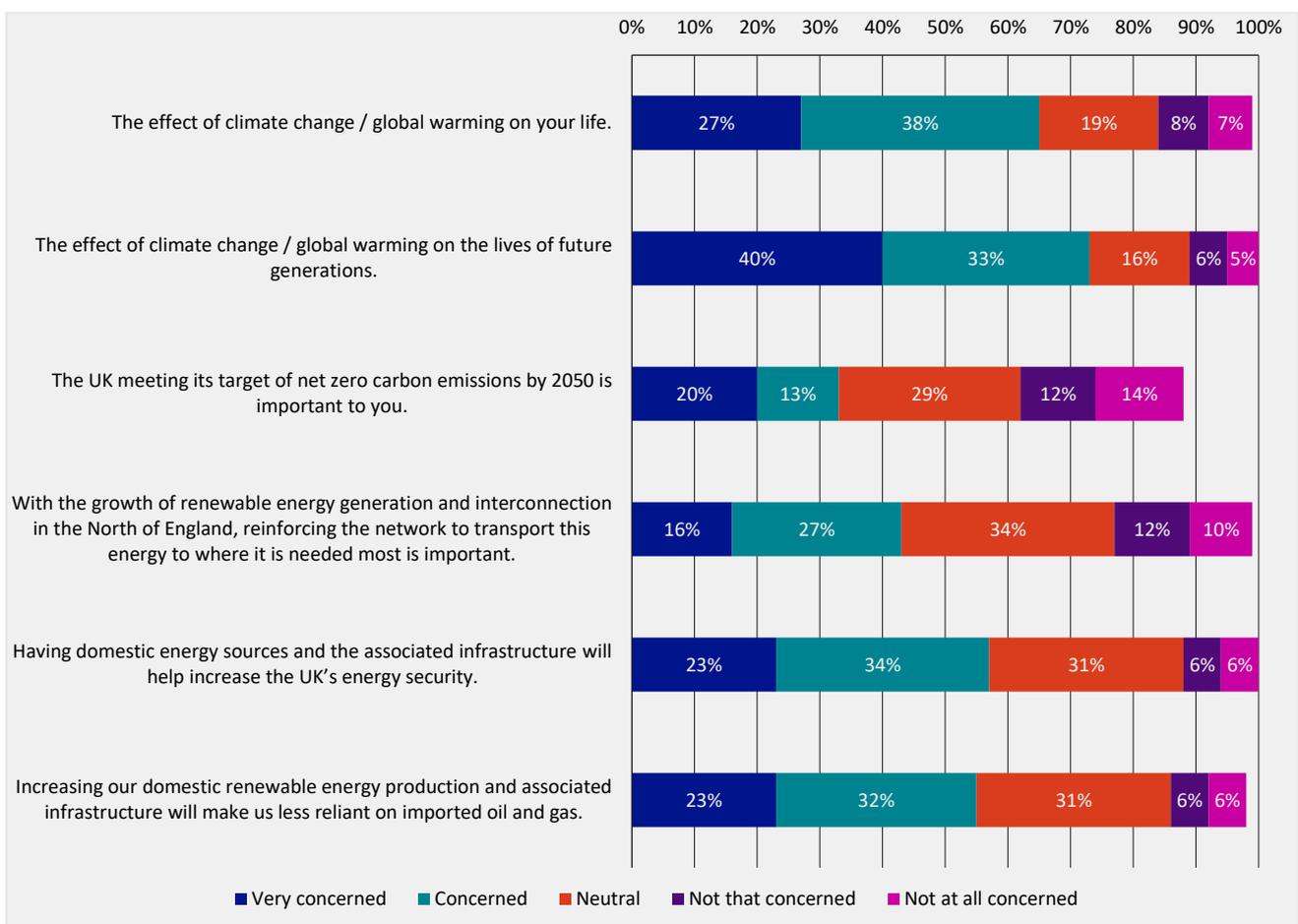


Net zero – question 7c

- 3.4.36 In response to question 7c, where respondents were asked the extent to which they were concerned about a range of matters, each matter received varying results. The responses are presented in **Image 3.14**.
- 3.4.37 In response to ‘*The effect of climate change/global warming on your life*’, the majority of respondents expressed that they were either ‘*Very concerned*’ (27% - 285) or ‘*Concerned*’ (38% - 399). 8% (83) indicated they were ‘*Not that concerned*’, 7% (73) were ‘*Not at all concerned*’, while 19% (201) indicated they were ‘*Neutral*’. A total of 1,041 respondents answered this question.
- 3.4.38 In response to ‘*The effect of climate change/global warming on the lives of future generations*’, the majority of respondents expressed that they were either ‘*Very concerned*’ (40% - 412) or ‘*Concerned*’ (33% - 343). 6% (58) indicated they were ‘*Not that concerned*’, 5% (56) were ‘*Not at all concerned*’, while 16% (166) indicated they were ‘*Neutral*’. A total of 1,035 respondents answered this question.
- 3.4.39 In response to ‘*The UK meeting its target of net zero carbon emission by 2050 is important to you*’, the most common response was ‘*Neutral*’ (29% - 301). 20% (211) stated they were ‘*Very concerned*’ and 13% (255) were ‘*Concerned*’. 12% (120) indicated they were ‘*Not that concerned*’ and 14% (143) were ‘*Not at all concerned*’. A total of 1,030 respondents answered this question.

- 3.4.40 For the statement ‘*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*’, the majority of respondents indicated they were ‘*Neutral*’ (34% - 342). The second most popular answer was ‘*Concerned*’ (27% - 274), followed by ‘*Very concerned*’ (16% - 163). 12% (117) indicated they were ‘*Not that concerned*’ and 10% (103) were ‘*Not at all concerned*’. A total of 999 respondents answered this question.
- 3.4.41 In response to ‘*Having domestic energy sources and the associated infrastructure will help increase the UK’s energy security*’, the majority of respondents expressed that they were either ‘*Very concerned*’ (23% - 226) or ‘*Concerned*’ (34% - 339). 6% (64) indicated they were ‘*Not that concerned*’, 6% (58) were ‘*Not at all concerned*’, while 31% (310) indicated they were ‘*Neutral*’. A total of 997 respondents answered this question.
- 3.4.42 In response to ‘*Increasing our domestic renewable energy production and associated infrastructure will make us less reliant on imported gas and oil*’, the majority of respondents expressed that they were either ‘*Very concerned*’ (23% - 244) or ‘*Concerned*’ (32% - 320). 6% (65) indicated they were ‘*Not that concerned*’, 6% (60) were ‘*Not at all concerned*’, while 31% (303) indicated they were ‘*Neutral*’. A total of 992 respondents answered this question.
- 3.4.43 Respondents were able to provide detail on the reason for their answer in question 7d and the feedback received has been summarised in section 3.6 of this report.

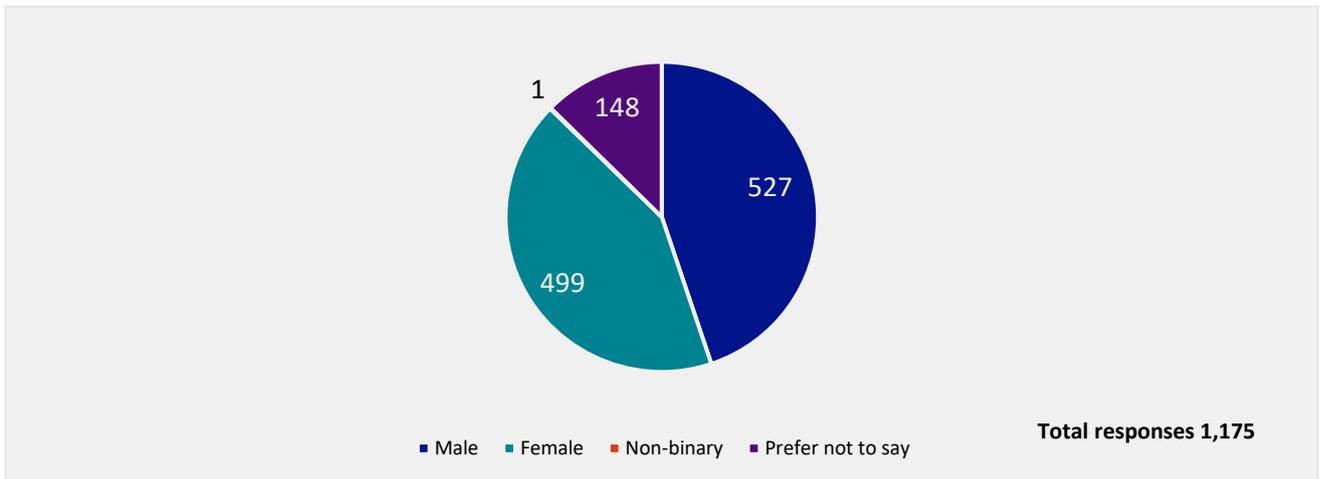
Image 3.14: How concerned are you about the following?



Equality and diversity – question 8.1

- 3.4.44 In response to question 8.1, where respondents were asked to indicate their gender identity, 45% (527) were 'male', 42% (499) were 'female', and 0.08% (1) identified as 'non-binary'. 13% (148) did not wish to provide their gender.
- 3.4.45 A total of 1,175 respondents answered this question. The responses are presented in **Image 3.15**.

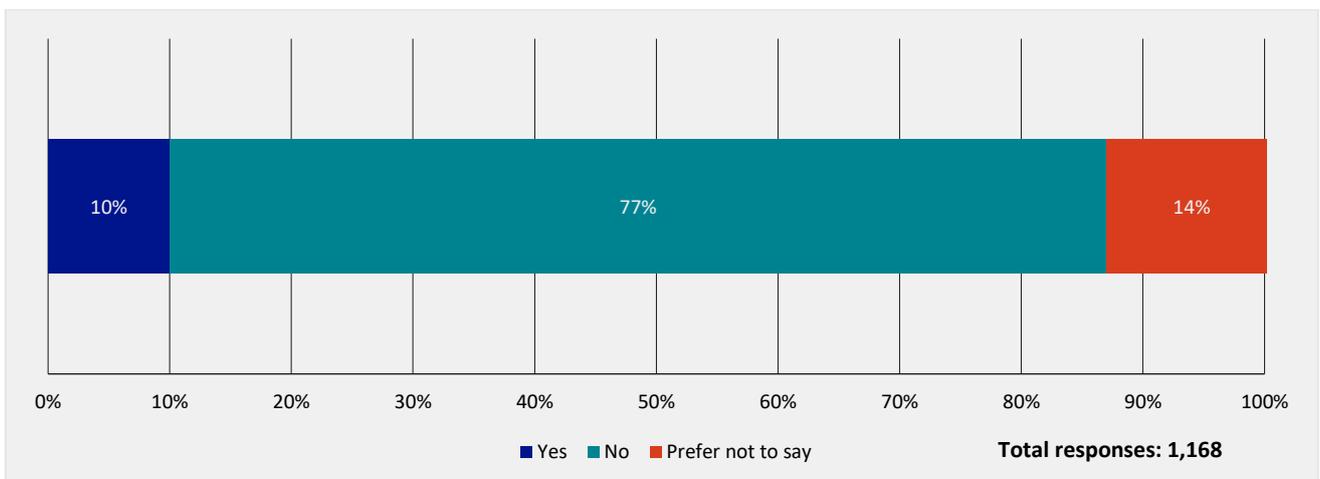
Image 3.15: What is your gender?



Equality and diversity – question 8.2

- 3.4.46 In response to question 8.2, where respondents were asked if they consider themselves to have a disability, 77% (905) said they did not, whilst 10% (94) indicated that they did. 14% (169) did not wish to provide an answer.
- 3.4.47 A total of 1,168 respondents answered this question. The responses are presented in **Image 3.16**.

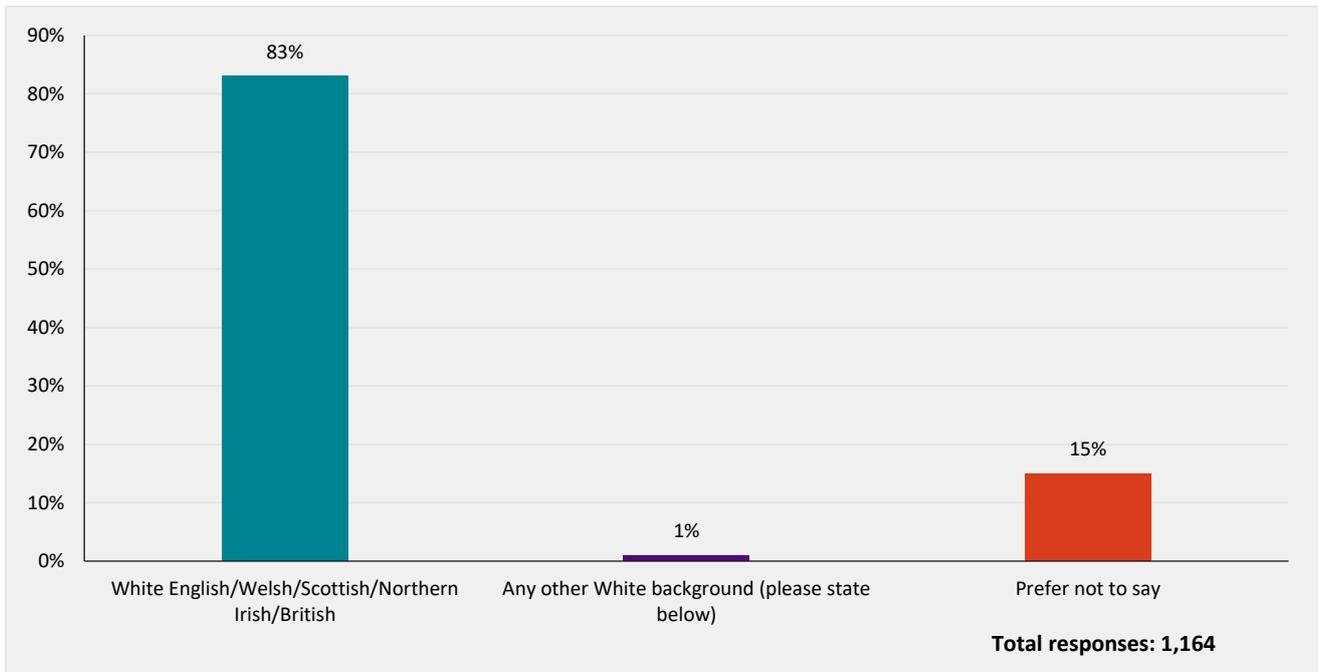
Image 3.16: Do you consider yourself a person with a disability?



Equality and diversity – question 8.3

- 3.4.48 In response to question 8.3, where respondents were asked how they would describe their ethnic background, 83% (970) indicated they were 'White English/Welsh/Scottish/Northern Irish/British'. 15% (170) did not wish to provide an answer.
- 3.4.49 A total of 1,164 respondents answered this question. The responses are presented in **Image 3.17**.

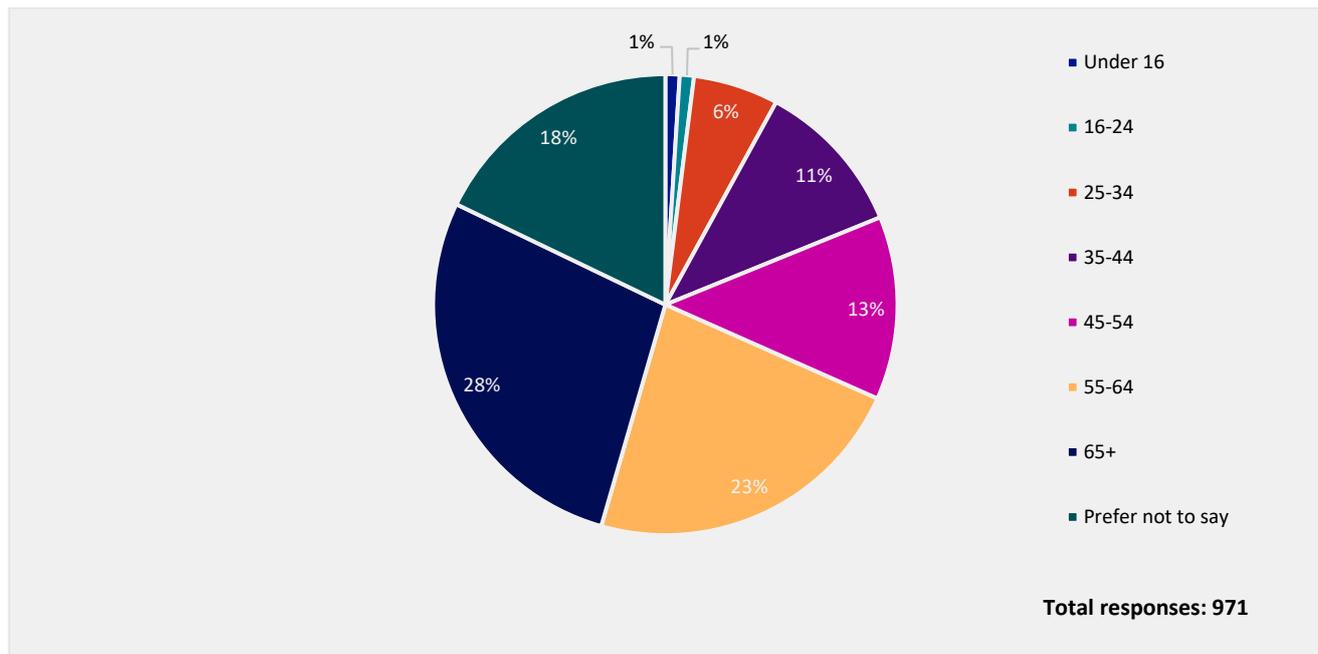
Image 3.17: How would you describe your ethnic background?



Equality and diversity – question 8.4

- 3.4.50 In response to question 8.4, where respondents were asked to indicate their age, 28% (330) indicated they were aged '65+', 23% (266) indicated they were aged '55-64', 13% (159) were aged '45-54', 11% (124) were '35-44', and 6% (67) of respondents indicated they were '16-24'. The least represented age group was 'under 16' (1% - 9). 18% (207) did not wish to provide an answer.
- 3.4.51 A total of 1,178 respondents answered this question. The responses are presented in **Image 3.18**.

Image 3.18: What is your age?



3.5 Responses to open questions

- 3.5.1 This section presents the different open questions that were asked as part of the feedback form.
- 3.5.2 For an overview of feedback in relation to the open questions, please refer to **Table 3.1** below.

The Emerging Preferred Corridor

The Emerging Preferred Corridor – question 2b

- 3.5.3 Respondents were asked the reason for their answer to question 2a, where they were asked the extent to which they agreed with the Emerging Preferred Corridor identified for each Section of the proposed route.
- 3.5.4 Responses to the key themes raised through open written feedback have been summarised in section 3.6.

The graduated swathe

Section 1: Chesterfield Substation to Stretton – question 3a

- 3.5.5 Respondents were asked whether they had a preference for the new line to be located north or south of Calow and to explain the reason for their preference.
- 3.5.6 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 1: Chesterfield Substation to Stretton – question 3b

- 3.5.7 Respondents were asked whether they had a preference for the new line to then follow the M1 or to take a shorter, straighter path between Holmewood and Heath, and to explain the reason for their preference.
- 3.5.8 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 1: Chesterfield Substation to Stretton – question 3c

- 3.5.9 Respondents were asked whether they had a preference for the new line to then go north or south of Lower Pilsley and to explain the reason for their preference.
- 3.5.10 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 2: Stretton to Ripley – question 3d

- 3.5.11 Respondents were asked whether they had a preference for the new line to go east or west of Stretton and to explain the reason for their preference.
- 3.5.12 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 2: Stretton to Ripley – question 3e

- 3.5.13 Respondents were asked whether they had a preference for the new line to go west or east of Oakerthorpe and to explain the reason for their preference.
- 3.5.14 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 2: Stretton to Ripley – question 3f

- 3.5.15 Respondents were asked whether they had a preference for the new line to go east or west of Pentrich and Lower Hartshay and to explain the reason for their preference.
- 3.5.16 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 3: Ripley to Morley – question 3g

- 3.5.17 Respondents were asked whether they had a preference for the new line to go east or west of Denby Bottles, Denby village, Rawson Green, Lower Kilburn and Horsley Woodhouse, and to explain the reason for their preference.
- 3.5.18 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 3: Ripley to Morley – question 3h

- 3.5.19 Respondents were asked whether they had a preference for the new line to go east or west of Morley and to explain the reason for their preference.

3.5.20 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 4: Morley to Ockbrook – question 3i

3.5.21 Respondents were asked whether they had any comments about this section of the route.

3.5.22 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 5: Ockbrook to Aston-on-Trent – question 3j

3.5.23 Respondents were asked whether they had any comments about this section of the route.

3.5.24 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Section 6: Aston-on-Trent to Willington substation – question 3k

3.5.25 Respondents were asked whether they had a preference for the overhead lines to enter the substation from the south or the north, and to explain the reason for their preference.

3.5.26 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Associated works and other aspects

Associated works and other aspects – question 4a

3.5.27 Respondents were asked whether they had any general comments about associated works and other aspects at this stage that they would like National Grid to consider.

3.5.28 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Refining our proposals

Refining our proposals – question 5a

3.5.29 Respondents were asked whether there was anything National Grid could do to reduce the effects of a new overhead line.

3.5.30 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Refining our proposals – question 5b

3.5.31 Respondents were asked whether there were any other considerations National Grid should consider when developing the proposals.

3.5.32 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Refining our proposals – question 5c

- 3.5.33 Respondents were asked whether, in addition to the Community Grant Fund, there were other ways in which they would like to see local communities benefit from hosting new electricity transmission infrastructure.
- 3.5.34 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Our consultation

Our consultation – question 6b

- 3.5.35 Respondents were asked to explain the reasons for their answer to question 6b, where they were asked to rate the information included as part of the consultation in terms of how clearly it was presented and how easy it was to understand.
- 3.5.36 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Our consultation – question 6c

- 3.5.37 Respondents were asked to explain the reasons for their answer to question 6c, where they were asked to rate how well the consultation was promoted and advertised to the public.
- 3.5.38 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Our consultation – question 6f

- 3.5.39 Respondents were asked whether they had any further comments about the consultation process or anything National Grid could do to improve consultation.
- 3.5.40 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Additional questions – net zero

Net zero – question 7b

- 3.5.41 Respondents were asked to explain the reasons for their answer to question 7a, where they were asked the extent to which they agreed with the identified need for Chesterfield to Willington.
- 3.5.42 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

Net zero – question 7d

- 3.5.43 Respondents were asked to explain the reasons for their answer to question 7c, where they were asked to indicate how concerned they were about a range of matters relating to net zero.

- 3.5.44 Responses to the key themes raised in open written feedback have been summarised in section 3.6 of this report.

3.6 Summary of stakeholder comments

- 3.6.1 This section summarises the key themes relating to route-wide concerns raised in responses received from all stakeholders, including statutory bodies, to open questions in the feedback form, as well as written responses received via email and freepost from the Stage 1 consultation. **Chapter 4** of this report summarises specific design requests raised in the feedback received in each Section of the route.
- 3.6.2 For clarity and for the benefit of the reader, this is presented alongside the National Grid responses, which make clear how matters raised have been considered.

Table 3.1: Summary of matters raised and National Grid’s response

Summary of matters raised	Summary of National Grid’s response
Agricultural land	
<p>Concern that the Project will take away valuable agricultural land/disrupt farming operations and have a negative impact on agricultural livestock.</p>	<p>National Grid will continue to work with all landowners including those who may be affected by the proposals, to understand the impacts on their operations and to work with them as the designs are developed.</p> <p>The quality of agricultural land affected will be fully assessed through the completion of detailed Agricultural Land Classification surveys. The Environmental Statement (ES) will report on the extent of land at each grade affected temporarily and permanently, and mitigation will be set out in relation to the implementation of good practice in soil handling and land reinstatement.</p> <p>National Grid will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.</p>
Airfield	
<p>Concern that the Project may pose a safety risk to aircraft; concerns that the Project may interfere with airfields.</p>	<p>National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 kilometre (km) of the Emerging Preferred Corridor and graduated swathe presented at Stage 1 consultation in 2024 and have offered and held meetings with a number of identified airfields, including to understand how these are being used and discuss any concerns they may have. This will help to inform further assessment of any potential impacts of the Project in relation to each airfield.</p> <p>As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The airfield operators will be consulted further as the Project develops and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable whilst considering other constraints and design considerations.</p>

Summary of matters raised	Summary of National Grid's response
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Community/Social impact	
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Concerns about the effect of the Project on leisure, including the impact on cyclists and walkers, and the impact on sports fields, green spaces and parks.	<p>National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting, we have sought to avoid, as far as practicable, locations important for leisure and tourism. Further technical and environmental assessment work, together with the feedback from the Stage 1 consultation, will continue to develop our proposals.</p> <p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce impacts and disruption to Public Right of Way (PRoWs). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoWs. If mitigation is required, measures may include the temporary closure of PRoWs during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network.</p> <p>Effects on PRoWs will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted as part of the Development Consent Order (DCO) application.</p> <p>Potential impacts on leisure and tourism will be presented within the Socio-economics, Recreation and Tourism assessment which will form part of the Environmental Impact Assessment (EIA). As part of the Socio-economics, Recreation and Tourism assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the ES, the Outline CoCP and the Outline Construction Traffic Management Plan (CTMP).</p>
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Concern that the Project has the potential to negatively impact people, leisure, educational facilities and health-related services.	<p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. We have sought to reduce potential effects on communities, residents - including children - through careful routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving amenity, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for education, health, leisure and tourism. We will also continue to consider appropriate control measures for</p>
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Summary of matters raised	Summary of National Grid's response
	<p>construction-related traffic movements during the construction phase to minimise impacts for residents and tourism and leisure facilities. Where impacts on leisure and tourism are identified, these will be presented within the Socio-economics, Recreation and Tourism assessment which forms part of the EIA.</p>
<p>Criticism of the Community Grant Fund and other community benefits due to a perception of communities feeling 'bought off'.</p>	<p>National Grid believes communities should be rewarded for hosting new transmission infrastructure essential to boosting home-grown, cleaner and more affordable power for the country. The 'community funds for transmission infrastructure' guidance, published in March 2025 by the Department for Energy Security and Net Zero, offers a clear framework and will enable us to work with communities and deliver meaningful, long-term, social and economic benefits through strategic investment. National Grid is committed to working with our regulator, Office of Gas and Electricity Markets (Ofgem), industry partners, local communities and their representatives to ensure these benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network. Separate to this guidance, the Government has also announced plans for a bill discount scheme for nearby households. National Grid will continue to work with Government as further details of this scheme emerge.</p>
<p>Construction impacts</p>	
<p>Concern about general disruption from construction, including impact on traffic levels, construction noise, dust and dirt on the roads.</p>	<p>National Grid notes the concern and will work hard to reduce disruption as far as practicable by implementing standard measures and processes such as a CTMP for construction-related vehicle movements on the public highways, alongside consultation with the Local Highway Authority as well as landowners to accommodate, where possible, existing, and planned agricultural activities when temporary access is required to construct infrastructure within field networks. The measures to reduce and control possible disruption would be presented within the CTMP and the CoCP for the Project.</p>
<p>Concern that road infrastructure is not suitable for heavy construction vehicles and machinery.</p>	<p>National Grid will, as part of the iterative design process, undertake an assessment to understand the existing local road network which the Project may need to use during both the construction and operation phases. As part of this assessment, we will work closely with the relevant authorities and their highways teams. Where temporary haul roads are required to be constructed to access the location of a substation, these will be carried out in consultation with the landowners and the local highway authority, to reduce impacts to local road users. This information will be used to inform and guide the drafting of the CTMP for the Project. Within the CTMP, it will define the local road network which could be used for construction traffic movements, highlight any restrictions to such movement and if required, control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project are reduced as far as practicable.</p>

Summary of matters raised	Summary of National Grid's response
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Concerns about the potential impact of the Project during construction on species, often referencing habitat destruction.

Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. The EIA for the Project will assess the effects on protected species based on this baseline information and where/if required, appropriate mitigation measures will be detailed.

We will continue to engage with all relevant stakeholders including Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where avoidance is not possible, the Project will apply for any necessary licences from Natural England to facilitate works, which will include prescribed and agreed mitigation measures as part of any application. To support the DCO examination, draft protected species licences will be prepared (where required), for agreement in principle with Natural England, with a view to securing a Letter of No Impediment.

The EIA will include a prescribed list of mitigation measures to be implemented during construction, which will be legally binding and will require adherence and implementation throughout construction. Acknowledging the transient nature of many protected species, these mitigation measures will include principles of mitigation to be employed in the event protected species are encountered during construction that were otherwise absent during baseline data collection. Through these mitigation measures and principles, protected species will be safeguarded during construction, with the on-site presence of an Ecological Clerk of Works during construction ensuring adherence of construction to prescribed mitigation.

Consultation

Criticism of the promotion of the consultation for being unclear/lacking comprehensiveness/not promoted enough so people were unaware of the consultation, including events.

National Grid believes adequate promotion of the consultation was undertaken.

National Grid made efforts to promote the consultation and public information events using a variety of methods: including

- Promoting and advertising the consultation and events in local and regional newspapers;
- Online adverts were also placed on websites;
- Press releases were also issued to local media;
- Promoting and advertising the consultation via social media (including Meta platforms, Facebook and Instagram) and
- Information packs were provided to the parish councils within the Secondary Consultation Zone on the launch of the consultation which included a promotion poster, an event schedule poster, copies of the

Summary of matters raised	Summary of National Grid's response
	<p>Project Background Documents, copies of newsletters, copies of the feedback form and freepost envelopes;</p> <ul style="list-style-type: none"> • Press releases were also issued to local media <p>Further information can be found in section 2.3 of this Stage 1 Consultation Feedback Report.</p>
<p>Comments supportive of the consultation that has taken place; people feel listened to.</p>	<p>National Grid welcomes the respondents' views and are pleased that they feel supportive of the consultation and that they feel listened to.</p>
<p>Criticism of consultation materials including:</p> <ul style="list-style-type: none"> • materials were too hard to understand/too technical; • materials lacked comprehensiveness and lacked necessary details including the justification for the route choice; and • concerns about the accessibility of materials. 	<p>National Grid is committed to making consultation as accessible as possible and created a range of materials to achieve this. This included non-technical documents which presented the identified Emerging Preferred Corridor and graduated swathe along with a high-level, easy to understand explanation of the work done to date and information about the consultation – such as the Project Background Document and Project website – with signposts to the technical documents, which in turn set out in detail the environmental and technical work done to identify the Emerging Preferred Corridor and graduated swathe. Paper copies or alternative formats of the consultation materials were available on request.</p> <p>All comments and feedback on the consultation materials are welcomed and noted.</p>
<p>Criticism of consultation events (in person and online) including:</p> <ul style="list-style-type: none"> • in-person event venues were not large enough/were located too far away from impacted areas; • not enough in-person events and criticism of 	<p>When confirming the event schedule, National Grid made every effort to source venues that were accessible, suitable to hold the materials and anticipated volume of attendees, and within or as close to as possible the Primary Consultation Zone, as well as meeting the needs of the Project team. Availability against suitability was a key factor when finalising our schedule, including accessibility. Compromises also had to be made when rearranging the event schedule due to the general election.</p> <p>National Grid made efforts to hold events and webinars that took place outside normal 9am – 5pm working hours. Consultation events were held on both weekends and weekdays, and some events continued into the evening to 7pm. All webinars took place outside normal working hours at 6pm. We also felt that the number of events held, alongside our webinar schedule and other opportunities to engage with the Project was proportionate.</p>

Summary of matters raised	Summary of National Grid's response
<p>the times of day events were hosted;</p> <ul style="list-style-type: none"> criticism of representation of Project staff at the events – not enough senior staff, staff unable to provide satisfactory information, staff lacked sufficient knowledge; and that online events were not recorded. 	<p>Representatives at the consultation events and webinars were formed of a multi-disciplinary team who have knowledge in specialised areas. The Project made every effort to have at least one representative from each discipline available at each event and webinar to be on hand to answer any questions that attendees might have. At events this would typically be far more than one with members of the Project team and consultants in attendance. We acknowledge that people may have felt that their questions were unable to be answered as Stage 1 was presenting very early proposals on the Project and therefore some of the answers that people might have been looking for were not available. It was important to us to consult during the early stages to ensure that people were aware of the Project and had the opportunity to provide feedback before further work was carried out.</p> <p>The first overview webinar that took place on 21 May 2024 was recorded and uploaded to the website within a few days following the event. Only the presentation element was recorded, the questions and answer section was not recorded due to attendee privacy.</p> <p>National Grid notes the feedback relating to the consultation events and have considered this feedback for the Stage 2 consultation.</p>
<p>Request for further engagement with public/landowners/tenants/parish and local councils.</p>	<p>National Grid has maintained open communication channels to enable communities and stakeholders to contact us when needed. We have also provided updates to the local community and those who have asked to be kept updated on our proposals via a community newsletter and email updates.</p>
<p>Criticism of the feedback form – too long and overly time consuming to complete.</p>	<p>National Grid recognises the feedback form was considered lengthy, however, it is driven by a need to capture feedback across a number of aspects to inform the development of our plans. National Grid also provided some alternative means of communication to submit comments, via letter and email.</p>
<p>Cultural Heritage</p>	
<p>Concerns about the Project's negative impact on heritage assets, with suggestions that it should be routed away from heritage buildings, listed buildings, and historical sites.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment, such as listed buildings and other known heritage assets. If impacts on the historic environment occur, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce impacts where possible.</p> <p>Where impacts on the historic environment are identified these will be presented within a Historic Environment assessment which is undertaken as part of the EIA.</p> <p>We will continue to engage with relevant stakeholders including Historic England and LPAs on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.</p>

Summary of matters raised	Summary of National Grid's response
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Potential for significant impacts to archaeological remains route wide.

Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains (designated and non-designated) and areas of special historic landscape interest (or historic landscape character).

The potential for the discovery of previously unknown archaeological remains is acknowledged, particularly in the Trent Valley, and a programme of archaeological survey and evaluation has been developed for the Project in consultation with Historic England and the Local Planning Authority. The results of the surveys will be reported in the ES.

We will undertake further archaeological evaluation to understand the full extent and significance of both designated and non-designated buried archaeological remains that will inform suitable archaeological mitigation measures to be presented in the ES, which will be submitted with the DCO application. Additionally, engagement will continue with relevant stakeholders including Derbyshire County Council and Historic England.

Identified potential views from Foremarke Hall and Heath Wood

Foremarke Hall relates to a former country house which is now a school whose grounds host a number of listed buildings, including the Grade I Foremarke Hall (NHLE1096531) itself. Heath Wood is located to the south east where there is a Viking barrow cemetery scheduled monument (NHLE1017561) which is wholly enclosed within the woodland. These features are located to the south of the Emerging Preferred Corridor and the proposed route alignment is approximately 2.6-3.2 km from these with further information on the decision making in this Section presented within **Chapter 7** of the **Design Development Report (DDR)**.

Foremarke Hall lies on higher ground, however, due to the tree belts surrounding Formarke Hall, screening provided by hedgerow and trees along the lane adjacent to the north, combined with locally raised landform result in virtually no views available towards the overhead line.

National Grid develops its Projects in line with national policy and our statutory duties to develop an efficient, economic and co-ordinated network, and have regard to preserving amenity and mitigating impacts. We recognise that overhead lines can give rise to adverse landscape and visual effects, and we carefully consider these along with other environmental and socio-economics considerations, technical requirements and cost when developing our Projects.

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Design

Suggestion T-Pylons should be used throughout entire route/in various Sections along route.

The main type of pylon used by National Grid on the National Electricity Transmission System (NETS) in England and Wales are steel lattice pylons. Alternative pylon types, such as T-Pylons (of steel monopole construction similar to a modern wind turbine), have been approved for use, which may achieve the technical performance required for the Project; however, at this stage, the starting assumption is that steel lattice overhead lines will be used (in accordance with National Grid's guidance and national planning policy). In previous projects, the visual benefits of utilising standard lattice steel pylons have been recognised, especially when siting a new overhead line close to existing lines that use a similar pylon type. Given the presence of traditional lattice steel pylons in the landscape, use of traditional lattice style pylons would be more in keeping with existing pylons, as opposed to use of T-pylons, which would have a different landscape and visual impact. We have and will continue to carefully consider the feedback received from the stage one non-statutory and localised non-statutory locations as we consider pylon types further. Further information on the consideration of pylon types is presented in **Chapter 6** of the **DDR**.

Concern that the Project design options cause community division.

As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. National Grid has carefully considered the potential impacts of the Project at an early stage, and the findings and justifications for the selection of the Emerging Preferred Corridor in which the new overhead line is proposed to be routed, can be found in the Project **Corridor Preliminary Routeing and Siting Study (CPRSS)**, which is available on the Project website and was presented at our Stage 1 consultation in 2024. National Grid's consultation sought to receive feedback on proposals at an early stage. It was not the intention to cause community division. These proposals involve a degree of optionality, in order to allow local and specialist stakeholders to provide us with their knowledge and have their say on outline plans. The feedback received at the Stage 1 consultation has been carefully considered and has been taken into account alongside our further assessments.

Concern that the design of the Project is based on outdated technology and criticism that alternative technologies were not considered.

Further information including a full evaluation of lifetime costs for high voltage direct current underground cable, alternating current (AC) overhead line, AC underground cables, and AC gas insulated line was presented in the **Strategic Options Report (SOR)**. National Grid considers that an overhead line continues to provide the best balance between environmental and socio-economic impacts, technical benefits and capital and lifetime costs for the transmission of high levels of power. Technologies continue to improve, and National Grid continually assesses new technologies and looks to implement and utilise these when they offer the best overall solution. Detail will be presented in an updated **SOR** for Stage 2 consultation. As detailed in the **DDR**, National Grid has also considered the use of close paralleling, although there are relatively few locations within the proposed route alignment where there are opportunities for close parallel with an existing overhead line, and alternative pylon types.

Summary of matters raised	Summary of National Grid's response
<p>Suggestion that the Project should follow, or is in violation of, the Holford Rules and Horlock Rules.</p>	<p>The Project and draft Order Limits have been designed to avoid sensitive receptors as far as practicable. This is in accordance with the Holford Rules applicable to routeing of new overhead lines and the Horlock Rules which apply to design and siting of substations. These approaches are explained in further detail within the CPRSS, DDR, and Preliminary Environmental Information Report (PEIR) Volume 2 Part A Chapter 3 Main Alternatives Considered. Principles include, but are not limited to, seeking to avoid areas of highest amenity, cultural or scientific value, taking advantage of natural screening provided by existing landform and features (e.g. woodland) and keeping visual, noise and other environmental effects to a minimum.</p>
<p>Criticism of the proposed route and suggestion that alternative options should have been considered such as upgrading or reinforcing existing infrastructure/overhead lines, following or running adjacent to existing transport infrastructure (motorways), undergrounding, and utilising offshore cabling.</p>	<p>The feedback received at the Stage 1 consultation has been taken in account, alongside further assessments and design work, in developing the proposals which will be presented at the Stage 2 consultation. The alternatives referred to in the feedback received are addressed below, with further detail available in the SOR, CPRSS, DDR and PEIR Volume 2 Part A Chapter 3 Main Alternatives Considered.</p> <p>Re-routeing – The proposed route alignment for the new overhead line is presented within the DDR, with a description of the alternatives considered contained in PEIR Volume 2 Part A Chapter 3 Main Alternatives Considered. Both include the consideration of alternative routes for the overhead line.</p> <p>Reinforcement of existing infrastructure – As detailed in the SOR, the increase in power flow capacity which is required across the B8 transmission boundary in the coming years is significant and therefore cannot be achieved through upgrades to existing infrastructure alone. As a result, new transmission lines and substations will be required to accommodate the changing demands on the network. The Project would benefit the UK, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the Government's Net Zero target and ensuring that the national grid meets future power demand.</p> <p>Follow existing transport infrastructure – While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of</p>

Summary of matters raised Summary of National Grid's response

direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.

Underground cables – The assessment of the most feasible options was based on overhead lines as the preferred technology choice. This is consistent with National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5) which states in paragraph 2.9.20 that overhead lines should be the strong starting presumption for electricity network developments in general. National Grid will, however, consider localised undergrounding where justified.

Offshore option – Given the central inland location of the proposed Project, onshore infrastructure is necessary to deliver the required reinforcements to NETS. Therefore, an offshore solution is not considered suitable or beneficial in terms of satisfying the Project need identified by the National Electricity System Operator. National Grid carefully considered the most feasible options and present proposals for public consultation, which go as far as possible to address impacts on local communities and the environment and also deliver for electricity consumers. The electricity grid, built predominantly in the 1960s, wasn't designed to transport renewable energy from different sources, or meet the forecast increase in demand because of decarbonisation, so it has to be upgraded. We continue to consult with local communities and will always endeavour to reduce impacts as much as possible so that we can deliver this infrastructure, which is vital for the country as a whole. The Project, and the other projects that form The Great Grid Upgrade will play a big part in the UK Government's plan to boost homegrown power. It will help the UK switch to clean energy and make sure our electricity network is fit for the future; carrying more clean, secure energy from where it is generated to where it is needed.

Suggestion that the Project should follow the abandoned High Speed 2 (HS2) route.

While developing the proposals, National Grid looked at several possible routes to connect Chesterfield and Willington. Some of the early route options (referred to as Sections 3a, 5a, 5b, and 5c within the **CPRSS**) were located in areas that had been set aside for Phase 2b of the HS2 rail project.

At the time these options were being considered, government plans (outlined in the Network North Command Paper) indicated that the HS2 land protections would be updated by summer 2024. Only the land needed for the Northern Powerhouse Rail (NPR) would be kept. Since none of the land in the study area was expected to be needed for NPR, this didn't affect which routes were chosen or how they were assessed.

Areas affected by HS2 protections were ruled out early in the process. These parts of the HS2 route were excluded for several reasons, including environmental concerns, technical challenges, and high costs. For example, some of these areas included densely populated parts of Nottingham and Mansfield, or land near major roads that is already being used for homes, businesses, or protected natural areas. These factors make it very difficult to build new infrastructure here.

More details about the preliminary corridor options can be found in **Chapter 6** of the **CPRSS**.

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Suggestion that the Project should incorporate a 'diamond layout'.	From this request, it is unclear what the 'diamond layout' refers to. National Grid has therefore interpreted this request as the implementation of diamond crossings. Diamond Crossings are occasionally used as an alternative to undergrounding where Extra High Voltage overhead line routes crossover. Given that the Project is still in relatively early stages of design development and the alignment for the new 400 kilovolt (kV) route is still subject to finalisation pending further consultation, use of Diamond Crossings could not be fully evaluated at this time.
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Known areas of subsidence along the proposed route alignment	<p>Subsidence is the process by which an area of land sinks to a lower level than the land surrounding it. This can be caused by various reasons including soil types (peaty), flooding and instability from old mines and quarries. In relation to the Project, this can impact substation and pylon foundations, together with accesses. The Project should be designed to be resilient to such matters, and in accordance with NPS's should ensure that sites are suitable for their proposed use, taking account of ground conditions and any risks arising from land instability.</p> <p>As part of the ongoing Project development more detailed ground investigation surveys will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve.</p> <p>A ground investigation will be carried out pre-construction to obtain further information in relation to ground conditions to inform design and suitability of ground conditions/land stability risks prior to construction. Results of the initial assessments are being consulted on in the PEIR Chapter 10, and associated Appendix 10A (Geo-Environmental Preliminary Risk Assessment) which presents a preliminary geo-environmental risk assessment to inform baseline conditions, as part of our Stage 2 consultation before being refined and submitted in the ES which will form part of the eventual DCO application.</p>
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Economic/Employment impact

Concerns about disruptions to local businesses often referencing potential job losses in the area because of the Project.	Through the routeing and siting exercise National Grid has sought, and will continue as far as practicable, to reduce impacts to all businesses. To reduce potential impacts, we are identifying the location and type of businesses and allocated employment land, to determine the sensitivity and potential magnitude of change they could experience. These have been and will continue to be considered during the iterative design process. Impacts on local businesses and allocated employment land will be presented within the Socio-economics, Recreation and Tourism assessment which forms part of the EIA. As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Outline CoCP and the ES that will accompany the DCO application.
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Summary of matters raised	Summary of National Grid's response
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Environmental impact

Concerns about the Project's potential negative impact on the environment and countryside generally, particularly on green spaces, protected areas such as Sites of Special Scientific Interest (SSSIs) and local habitats.

Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce impacts on the environment, in accordance with the NPS with regard to the natural environment. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.

National Grid is undertaking an EIA for the Project. The results of this assessment will be provided in the ES that will accompany the DCO application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. We will continue to engage with relevant stakeholders including (but not limited to) Natural England and LPAs. Additionally, further environmental assessment work, together with the feedback from Stage 1 and Stage 2 consultation will shape the proposals which will be detailed in the ES.

Concerns about the destruction of ancient woodland, often referencing the effect of construction as well as operations.

Through the routeing and siting exercise, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on biodiversity, which includes areas of existing mature and ancient woodland, in accordance with the NPS (EN-5). Route design progression takes account of existing biodiversity features, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation, as informed by ongoing site surveys and presented in the EIA. We will continue to engage with relevant stakeholders including (but not limited to) Natural England and LPAs on aspects relating to ancient woodland, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

Concerns about the Project's potential negative impact on the River Amber valley and suggested re-routeing of it to bypass the area entirely, frequently highlighting the valley's unique landscape and social value.

National Grid understands the significance and importance of the River Amber valley from feedback raised during the Stage 1 consultation. Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the Amber Valley, in accordance with the NPS of avoiding areas of high landscape value and designated sites.

The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation. The EIA for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs and ancient woodland) and where required, mitigation requirements. We will continue to engage with relevant stakeholders including (but not limited to) Natural England and LPA on aspects relating to biodiversity, the natural environment, including appropriate routeing and mitigation measures and techniques and to take their views into account as the Project continues to develop.

How this feedback has influenced the ongoing route design is detailed further in **Chapter 4** of this report.

Summary of matters raised	Summary of National Grid's response
<p>Concerns about the Project's potential negative impact on the environment generally, noting the area's high proportion of 'unspoilt' countryside.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce impacts on the environment, in accordance with the NPS (EN-5) of avoiding areas of high landscape value and designated sites. National Grid is undertaking an EIA for the Project. The results of this assessment will be provided in the ES that will accompany the DCO application. Further environmental assessment work, together with the feedback from Stage 1 and Stage 2 consultation will shape the proposals which will be detailed in the ES.</p> <p>National Grid will write up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.</p>
<p>Criticism of the Project for its potential impact on Local Nature Reserves (LNRs)/Royal Society for the Protection of Birds reserves.</p>	<p>Through the routeing and siting exercise, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on biodiversity, which includes LNRs. Route design progression takes account of existing biodiversity features, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, through avoidance or mitigation, as informed by the EIA.</p>
<p>Financial compensation</p>	
<p>Concern that the Project will devalue property/impact on property value; and request for adequate financial compensation.</p>	<p>National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a consequence of the retained part of their property ownership being worth less as a consequence of the works.</p> <p>If there are any specific concerns about the devaluation of property, please contact the Project team via email through chesterfield-willington@ardent-management.com or by phone on 0203 489 9414. Alternatively, you can write to us at Lands team, Ardent, 36-38 Botolph Lane, London, EC3R 8DE.</p>

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Health, safety and wellbeing

Concern about health risks (including mental health) associated with overhead or underground lines/physical health risks associated with the Project.

We are undertaking an EIA to ensure that matters relating to the environment are considered when developing the proposals for the Project. An EIA is a legal requirement for this development and is strictly regulated, and a wide range of environmental subjects will be taken into consideration as part of this process. The human health and wellbeing assessment as part of the EIA for the Project will assess the health effects, including the mental health impacts on the community as a result of concerns about Electric and Magnetic Fields (EMFs), for residents and employees within close proximity to the area. Any effects will be considered in terms of size of the impact (magnitude) and the vulnerability of these users (sensitivity) to impacts in the construction and operational phase. The results of our initial assessments are presented in the **PEIR** as part of our Stage 2 consultation and will be further refined and presented in an ES which will form part of the eventual DCO application.

We have sought to reduce potential effects on communities and residents through routing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project.

We urge anyone with concerns to get in touch through the Project phone number, address or email throughout the development of the Project:

- call our community relations helpline: 0800 073 1047 (Lines are open Monday to Friday 9:00am – 5:30pm, an answering service is in place outside these times);
- email us: chesterfield-willington@nationalgrid.com; or
- write to us: FREEPOST NATIONAL GRID PROJECTS (JBP) (No stamp or further address details are required).

The UK has a carefully thought-out set of policies for protecting us all against EMFs, the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in the NPS for Electricity Networks Infrastructure (EN-5). It is National Grid's policy to ensure that all its equipment complies fully with those exposure limits.

Our approach is to ensure that our equipment complies with the policies, which are set by Government on the advice of its independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.

This will be fully and publicly documented in the DCO submission.

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Land

Concern that landowners won't be fairly compensated/concern that landowners will be forced to sell their property through Compulsory Purchase.

National Grid acknowledges that its proposals may cause concern to landowners. We do, however, recognise the impact of any new electricity infrastructure which is likely to be a significant concern for many local communities and landowners. We always try to avoid communities and individual properties in balance with our other duties which include the need to be economic and efficient, and in line with our routing and siting studies, will not look to oversail any residential property.

Diminution in the value of retained land and property is known as 'injurious affection' and this along with other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Order could come into effect to secure the rights required. Compensation is based on the compensation code, and this allows for a claim of compensation for Injurious Affection, this being the loss in value of any of the retained part of their property as a direct result of the works. We recommend you appoint an Royal Institution of Chartered Surveyors qualified agent if you are directly impacted by the works and they can guide you through the DCO process and any compensation matters.

If there are any specific concerns about the devaluation of property, please contact the Project team via email through chesterfield-willington@ardent-management.com or by phone on 0203 489 9414. Alternatively, you can write to us at Lands team, Ardent, 36-38 Botolph Lane, London, EC3R 8DE.

Suggestion that the Project should utilise industrial, brownfield land or low-grade agricultural land, rather than residential or areas of open countryside.

Given the length and linear nature of the Project, it would not be feasible to locate all new infrastructure on brownfield land. However, as identified in the **CPRSS**, National Grid acknowledges that using available brownfield land will generally be of benefit/advantage compared with utilising greenfield land and considered the availability of brownfield land in the site selection process. In line with that approach, National Grid has investigated potentially suitable land in the region, designated as brownfield sites, for placement of compounds required for the construction phase and for the siting of substations.

Mitigation

Request for appropriate mitigation measures (generally).

National Grid is undertaking an EIA. The results of this assessment are presented in the **PEIR** as part of our Stage 2 consultation and will be further refined and presented in an ES that will accompany the application for development consent. The ES, alongside the CoCP will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential effects. National Grid will continue to engage with a range of stakeholders (including Statutory Environmental Bodies) and relevant LPAs throughout the development of the Project design and environmental assessment work.

Summary of matters raised	Summary of National Grid's response
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Need case

Support of the Project due to the increased renewable capacity/general support for the need of the Project.	National Grid welcomes the respondents' views and is pleased that they feel supportive of the Project.
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Criticism of the need for the Project/general disagreement with net zero aspirations.	Wider energy policy, including the net zero target (and the date by which it is to be achieved) and energy demands are matters for the UK Government and not National Grid. The Government, in its Energy White Paper (EWP), states its ambition to achieve net zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 gigawatt (GW) by 2030 (target increased to 50 GW in April 2022). Although it is recognised that whilst a low cost, net zero consistent energy system is likely to be predominantly by wind and solar, it is also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation. Additional electricity transmission capacity is required in the UK. As set out in the SOR , the Project is needed to reinforce the B8 transmission boundary due to increased generation seeking connection to the network and increases in power flows expected across the country. This is supported by the independent studies carried out by the National Energy System Operator including those undertaken as part of the Network Options Assessment, the Holistic Network Design and the Electricity Ten Year Statement.
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Planning

Concern about the impact of the Project on any planned developments; concern about cumulative impacts of Project.	National Grid has and will continue to engage with the host LPAs and known developers in proximity to the Project as the Project is progressed. Throughout the design development process National Grid will be undertaking regular and continuous monitoring of live planning applications. We will also engage with stakeholders such as LPAs to understand other relevant proposed developments in the Project area (which have adequate information in the public domain) that should be included in the long/short list for assessment, such as solar farms, housing developments and major roads. We will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.
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Summary of matters raised	Summary of National Grid's response
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Concerns about the Project's impact on the local Green Belt.

The Project and its associated infrastructure is routed through the 'Derby and Nottingham Green Belt' which emerges to the East and North of Derby and surrounds the conurbation of Nottingham. As set out in the **CPRSS**, at the routing and siting stage of the Project it was found that all but preliminary corridor 1, where a range of receptors and constraints are present and afforded high protection under the NPS (EN-1 and EN-5), all other preliminary corridors identified would pass through areas of Green Belt – including those also passing through the Derwent Valley Mills WHS. On the basis that corridor options seeking to achieve a connection between Willington and Chesterfield, asides from routeing westwards into the Peak District, would have to pass through the Green Belt, this was not assessed to be a differentiating factor.

Due to the potential scale and nature of the Project, impacts on the Derby and Nottingham Green Belt are unavoidable however in developing the proposed route alignment, National Grid have sought and will continue to seek to minimise impacts on Green Belt (and green space) where practicable including utilising existing infrastructure corridors (such as the A38), taking a more direct route where possible (thereby minimising the number of directional changes and pylons) and in Section 3 the reduction of 'wirescape' (rationalisation) through modification of the existing 33 kV overhead line on the distribution network. Further information on our overall decision on the proposed route alignment for the new overhead transmission line is presented within **Chapter 7** of the **DDR** during our Stage 2 consultation. The Application for the Project will consider the impacts on Green Belt land further within the Planning Statement.

Project finance/Costs

Criticism relating to Project cost/financing; concern about the use of public money; concern that the Project will lead to increased bills for consumers.

National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. We pay up-front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed on to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection.

Belief that underground cables are a cheaper and more cost-effective option.

Each network upgrade must be evaluated individually, considering factors like distance, capacity, delivery times, environmental impact and costs. Planning policy also plays an important role. The Government's National Policy Statement for Electricity Networks Infrastructure (EN-5) makes clear that overhead lines are considered appropriate in most circumstances.

Summary of matters raised	Summary of National Grid's response
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Overhead lines remain the most efficient and cost-effective ways to transport large volumes of electricity. They are quicker to build, easier to maintain, and significantly less expensive than underground alternatives.

Overhead lines are typically less disruptive to construct than underground cables. They can pass over sensitive features like rivers, hedgerows and tree belts with relatively limited disturbance to habitats in comparison with underground cables. They also require a smaller construction footprint, limited mainly to pylon bases and temporary access routes, making them less intrusive to below-ground features such as archaeology and groundwater flows. Once built, they are easier to inspect, repair and maintain, with minimal disruption to land use.

By contrast, underground cables require a much wider construction corridor, between 40 and 120 metres dependent on the terrain the route is crossing, resulting in greater disturbance to land during installation. They are more expensive to build and maintain, and any faults require excavation to access and repair the cable. To deliver the capacity required for Chesterfield to Willington using underground cables, we would require up to three cables per phase eighteen cables in total. This would require significantly more land, mostly agricultural, and could lead to greater disruption to local communities during construction and maintenance.

As the cost of new infrastructure is ultimately passed on to consumers, it's important we deliver solutions that are both technically sound and economically efficient.

Public Right of Way

Concern about the negative impact on PRow/footpaths/cycle paths.

Through routeing and siting, National Grid has sought and will continue as far as practicable, to reduce impacts and disruption to PRow. The iterative process of route design has identified the existing PRow network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRow. If mitigation is required, measures may include the temporary closure of PRow during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRow network.

Effects on PRow will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRow network to enable feedback and input to be considered as the Project develops. A PRow Management Strategy will be prepared as part of the Outline CoCP and submitted with the DCO application.

Technology/Operations

Concern for future resilience of overground pylons (adverse weather/attacks on pylons)

Overall responsibility for security of the energy sector lies with the Department for Energy Security and Net Zero which works closely with Government security agencies including the Centre for the Protection of National Infrastructure to reduce the vulnerability of the most 'critical' infrastructure assets in the sector, to terrorism and other national security threats. National Grid is a provider of critical infrastructure across the UK.

Summary of matters raised	Summary of National Grid's response
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and concern about the ability of National Grid to maintain the Project long-term.

In this role, National Grid maintains regular dialogue with a range of organisations with responsibility for both local and national crime prevention and security. As such, all sites and infrastructure will be designed and operated to the relevant security standards.

In addition, above ground structures such as pylons are designed to National Grid technical standards to be resilient to flooding, wind, storms, extreme temperature and earth movement. Designing the infrastructure to the National Grid standards includes substantial factors of safety which can be increased if studies find that environmental loading will be significant. As such, structural failure during operation would be extremely unlikely and new overhead lines at a minimum would be able to withstand these conditions for their designed operational service life. The condition of the steelwork and all fittings are regularly monitored and any material which is found to be degraded will be replaced or repaired to ensure the assets remain in good condition and performance is maintained.

The Project's overhead line infrastructure will be designed to avoid the risk of damage through sabotage and arson (including terrorism) deterrence. The materials are resistant to damage and are not at risk of catching fire. During construction, the working area would have security fencing around the site and only authorised personnel would be admitted to the site. Wilful sabotage of overhead lines is also very rare due to the risk of electrocution that could result from this. The risk of fire at substations can be mitigated by either the use of synthetic esters within the transformers, which are less flammable than traditional mineral oil, or by installing a Fire Deluge System. In addition, the design of the substation includes fire damage zones which reduce the risk of a transformer fire spreading in the event that fire does occur. Other parts of new substations, including any buildings and structural steelwork, must also be designed to extensive fire resistance and protection standards. Concerns about the substation being an explosive hazard are noted, however, based on the rigorous maintenance regime and embedded system protection mechanisms which limit the potential risk and impact of fires, National Grid considers the risk to be very low.

To reduce sabotage from the ground as far as practicable, National Grid installs anti-climb measures such as barbed wire around pylons. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network-wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. Repair and maintenance of overhead lines is easier and more cost-effective than for alternative transmission technology. The substation locations will be assessed through set security criteria and categorised, and these types of events will be mitigated through the design adopting the relevant National Grid Technical Specifications and any applicable industry standards. Appropriate measures could include palisade or mesh fencing with an electric pulse fence system installed to the internal face of the fence and extending 1 m above the top of the fence. Other measures could include double-gated entrance design to achieve an 'airlock' arrangement for added security.

Summary of matters raised	Summary of National Grid's response
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Visual impact

Concern that the Project will be unsightly and visually intrusive. References made to overhead lines, Cable Sealing End Compounds and substations.

National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our detailed proposals. Visual mitigation will be considered and informed by findings of the **PEIR**, particularly in areas where there is a scope for the provision of beneficial effects of screening. Landscape mitigation will focus on reinstatement, where possible, and incorporate landscape enhancements that align with operational requirements.

We will be undertaking an LVIA within the **PEIR** and ES report that will, in addition to other topic-specific assessments, form part of the EIA for the Project. This will include an assessment on both landscape character and visual amenity. Where significant effects are anticipated, the LVIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process.

Wildlife/Ecology impact

Concerns that the Project will result in a loss of biodiversity.

Through routeing and siting, National Grid has sought to, and will continue to, reduce as far as practicable potential impacts on biodiversity including habitats, woodlands and hedgerows. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity, firstly through avoidance and secondly through mitigation. The EIA for the Project will assess the effects on biodiversity and where required will define appropriate mitigation measures.

The EIA for the Project will be supported and informed by a suite of ecological surveys, the findings of which will inform the design and latterly the approach to mitigation. We are working closely with the relevant statutory bodies, including Natural England and the Environment Agency.

The government's intention is to introduce a mandatory requirement for terrestrial Nationally Significant Infrastructure Projects (NSIPs) to achieve Biodiversity Net Gain (BNG), to align with the Environment Act 2021. The Department for Environment, Food and Rural Affairs (Defra) is proposing that from May 2026 all NSIPs will be required to deliver BNG. At the time of writing, the details of NSIP BNG are still to be defined; however, it is anticipated there will be a requirement to achieve 10 per cent gains in biodiversity, with offsets secured and managed for a minimum of 30 years. The ongoing Project development and BNG assessment and approach will seek to align with future guidance released.

National Grid has committed to 10 per cent Net Gain in Environmental value including, as a minimum, 10 per cent BNG across all its construction projects, including this Project. National Grid's commitment is expected to align with the anticipated mandatory BNG requirement for NSIPs due in 2026.

Summary of matters raised	Summary of National Grid's response
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Whilst the Project seeks to avoid and minimise impacts to nature as far as is practicable, the Project will explore opportunities for the delivery of mitigation, compensation and enhancement of biodiversity accordingly, utilising both on-site and off-site opportunities. Similarly, opportunities for the delivery of BNG will explore on-site and off-site delivery mechanisms. Where feasible, the Project will seek to utilise delivery options that support local policy and stakeholder strategic goals, through delivery and enhancement of habitats within strategic areas, linking green infrastructure and supporting existing protected sites. National Grid will consider all options available to us.

This is likely to require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Concerns about the Project's impact on birds, often noting the importance of the area for migrating birds.

Birds are being assessed in the biodiversity assessment which will form part of the EIA following extensive desk study and field work. Should adverse impacts be identified, they will be minimised as far as possible, where practicable. Whilst construction of the project will require impacts to habitat types that are likely suitable to support bird species, given the broadly small linear corridor, and short term and temporary impacts associated with construction, and acknowledging the extensive habitat provision within the wider landscape, ample opportunities for breeding birds will still remain. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase.

Precautionary working methods for breeding birds will be included within the Outline CoCP that will accompany the DCO application.

Overwintering birds will be assessed in the biodiversity assessment as part of the EIA. Survey work for wintering/passage birds has been undertaken and the scope of survey has been agreed with Natural England. The potential for collision with new overhead lines and risk of mortality through electrocution will also be assessed in the EIA.

4. How feedback has influenced design

4.1 Regard had to feedback

- 4.1.1 Following the close of Stage 1 consultation on 17 September 2024, a number of design changes have been incorporated into the proposals. Proposed design amendments were carefully considered in the context of environmental constraints and opportunities, engineering feasibility and cost, planning policy and other relevant considerations.
- 4.1.2 The process of considering design changes included an initial filter for benefit and feasibility, an assessment incorporating inputs from relevant technical experts, and further stages of additional study if required.
- 4.1.3 The outcome of the consideration of potential design changes was either that a change was included in the proposed Project's design, or that the change was not made following balanced and informed consideration.
- 4.1.4 Respondents made several requests for changes to the Project's proposals in their responses to the Stage 1 consultation, some of which it has been feasible for National Grid to adopt and take into consideration in the development of the Project.
- 4.1.5 Accordingly, the key changes identified in response to the Stage 1 consultation are summarised in **Table 4.1** to **Table 4.6**. These tables demonstrate how regard has been had to each of the design change suggestions made and summarise the rationale behind the decision making.
- 4.1.6 Where similar design change requests have been made, these have been grouped and responded to together.
- 4.1.7 In addition to the below, National Grid has made changes to the Project in response to ongoing technical and environmental studies and survey results. The details of how these influenced the design are reported within the documents submitted for Stage 2 consultation including the **Preliminary Environmental Information Report (PEIR)** (see **Volume 1, Part 1, Chapter 3 Main Alternatives Considered**) and the **Design Development Report (DDR)**.

Section 1: Chesterfield Substation to Stretton

4.1.8 **Table 4.1** below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 1: Chesterfield Substation to Stretton.

Table 4.1: A summary of change requests relating to Section 1 and how National Grid has considered and addressed the change request

Change requested	How National Grid considered and addressed the change request
Community/Social impact	
Concern about the Project routeing through Danesmoor.	Following a holistic review of routeing options by National Grid, the Project routes away from the settlement of Danesmoor, as part of the wider decision to deviate from the Emerging Preferred Corridor presented at Stage 1 consultation in this area. An alignment routed away from Danesmoor, further east towards Tibshelf has been taken forward as part of the refined scheme design for Stage 2 consultation. Technical appraisals carried out in parallel with analysis of Stage 1 consultation concluded in a strong preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area between Stretton and Oakerthorpe due to the significant engineering challenges associated with the inherent terrain and characteristics of the local road network in that area. This preference was also supported by environmental appraisals for Ecology and for Landscape and Visual, as well as an anticipated reduction in Project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR .
Suggestion for the Project to be routed away from Clay Cross (to the west).	The routeing suggested would encounter geotechnical hazards including non-coal mining hazards, mine entries, landslides and shrink-and-swell soils with the most challenging areas within the corridor being located around Chesterfield Substation and Grassmoor/Tupton, due to the number and extent of hazards in these areas. This appears to be an area required to follow the routeing suggestion of the request. The requested route would also cross multiple residential areas, require a crossing of the railway line, A61 and crossing of the River Rother and its associated flood zones. To route in this direction may require multiple changes of direction to avoid areas of amenity and designations which would be in conflict with Holford Rule 3. Overall, this leads to the potential to increase environmental impacts and consenting risk.
Suggestion for the Project to be routed away from Mill Lane/Clay Cross tunnel in Clay Cross.	Routeing in this location would be highly constrained due to the presence of woodland, residential properties, the River Amber and technical complexities in crossing the railway line. It would also result in an indirect routeing with increased numbers of angle towers to facilitate directional changes.

Change requested	How National Grid considered and addressed the change request
Suggestions that the Project should be routed away from Pilsley and Lower Pilsley.	<p>Following a holistic review of routeing options by National Grid, the Project routes away from the settlements of Pilsley and Lower Pilsley, as part of the wider decision to deviate from the Emerging Preferred Corridor presented at Stage 1 consultation in this area. An alignment routed south - east of Pilsley, towards Tibshelf has been taken forward as part of the refined scheme design for Stage 2 consultation. Technical appraisals carried out in parallel with analysis of Stage 1 consultation concluded in a strong preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area between Stretton and Oakerthorpe due to the significant engineering challenges associated with the inherent terrain and characteristics of the local road network in that area. This preference was also supported by environmental appraisals for Ecology and for Landscape and Visual, as well as an anticipated reduction in Project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p>
Suggestion that the Project avoids Holmewood and Heath by routeing further west, over Williamthorpe fishing pond.	<p>Routeing outside the Emerging Preferred Corridor and graduated swathe to the east, over Williamthorpe fishing ponds would impact surrounding residential and commercial areas, resulting in a need to oversail properties, which introduces technical issues for future maintenance of the central overhead line if sufficient stand-off cannot be maintained, which may limit space for machinery and require temporary diversions.</p> <p>Williamthorpe fishing pond is part of an extensive Local Nature Reserve (LNR), which would result in significant environmental impact through removal of vegetation and trees for construction of the infrastructure (in conflict with Holford Rule 2 and National Policy). There may also be environmental impacts as a result of positioning in the vicinity of the pond, which is framed by woodland and is likely to have higher ecological value compared with the other options available.</p> <p>It would also result in socio-economic impacts and increase consenting risk, particularly as there is optionality further east in open landscape.</p>
Suggestion for the Project to be routed east of Heath village.	<p>Routeing to the east of Heath village would have greater environmental impacts including having to route through areas of ancient woodland and the Conservation Area of Heath, in direct conflict with National Policy and the Holford Rules. Avoiding these assets and routing further eastwards would introduce technical complexities in crossing the M1 junction, as well as impacting surrounding woodland. The route runs west of Heath village, through agricultural fields, avoiding residential areas as much as possible.</p>
Suggestion for the Project to avoid Stainsby.	<p>Avoiding Stainsby routes the infrastructure to the western edge of the Emerging Preferred Corridor and graduated swathe, avoiding the village and its associated Conservation Area and scheduled monument. This routeing would also reduce impacts to woodland (including ancient woodland) and the village of Astwith further south. This routeing would be in line with National Policy and the Holford Rules.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to avoid Out Lane (a residential street/area).</p>	<p>Out Lane is a local road positioned centrally within the Emerging Preferred Corridor and graduated swathe between Holmewood and Astwith. The lane is generally rural in nature and there are existing residential and farm properties including Holme Farm and Lane Ends Farm.</p> <p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>Oversailing the road rather than further east on Hawking Lane has been found preferable including offering a further distance from heritage designations at Stainsby including Conservation Area and scheduled monument, and potential to use a plantation of trees planted south-east of Holmewood industrial estate as a backdrop. Additionally, it would avoid National Trust inalienable land.</p> <p>As outlined in the ‘Summary of Matters Raised’ (Table 3.1) National Grid recognises that there is the potential for impacts on agricultural operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners.</p> <p>We are and will continue to work with all landowners who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.</p> <p>It is noted that there are Public Rights of Way (PRoWs) in this area which may be affected by access arrangements for construction traffic to reach Project infrastructure and for the establishment of working areas. As part of a future application, the Project will work with the local Highway Authority and prepare a Public Right of Way Management Plan (PRoWMP), to help reduce impacts to an acceptable level.</p>
<p>Suggestion for the Project to avoid Hawking Lane.</p>	<p>Hawking Lane is a minor road, running from Stainsby to Stainsby Common, with a number of dispersed residential houses.</p> <p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p>

Change requested	How National Grid considered and addressed the change request
	<p>There are several constraints in this area, including the villages of Stainsby and Astwith, woodland surrounding Holmewood Industrial Estate and inalienable land associated with the National Trust. Whilst the infrastructure can be located along the eastern edge of the Emerging Preferred Corridor and graduated swathe, avoiding most of Hawking Lane, it is not possible to avoid this in its entirety considering the impact on local receptors whilst seeking to retain as direct a route as reasonably practicable, in accordance with National Policy and the Holford rules.</p>
Cultural Heritage	
Suggest Project should avoid Hardwick Hall.	<p>Hardwick Hall lies outside the Emerging Preferred Corridor and graduated swathe, avoiding the Registered Park and Garden (RPG), listed buildings and conservation area associated with the Hall. The routing option taken forward avoids direct impacts on this asset. It also avoids inalienable land that is owned by the National Trust.</p> <p>We will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible. The results of our initial assessments are presented in the PEIR and will be further refined and presented in an ES which will form part of the eventual Development Consent Order (DCO) application. As the Project continues to develop, we will continue to engage with relevant stakeholders including the National Trust, Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques.</p>
Suggestion that underground cables are used for the entirety of this Section, together with specific locations including in proximity to Hardwick Hall.	<p>Responses were received asking that the infrastructure be undergrounded through the entirety of Section 1, but also in more targeted areas in proximity to a number of features including Hardwick Hall, Bolsover Castle and Sutton Scarsdale.</p> <p>National Grid has carefully considered the feedback received during the Stage 1 consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economical and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances. The policy recognises that there may be, at particularly sensitive locations, (which includes nationally designated landscapes, for instance, National Parks, The Broads and National Landscapes) potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. Based on our assessments to date, there are insufficient policy justifications to use underground cabling in this location.</p>

Change requested	How National Grid considered and addressed the change request
	<p>Additionally, Section 1 is located within the ‘development high risk zone’ of the Mining Remediation Authority (MRA), formerly the Coal Authority, where there are documented or probable shallow coal mining features (like mine entries, shallow coal workings, or mine gas) that could pose a risk to ground stability and public safety for new development. As highlighted in the MRA’s response to the Stage 1 consultation, this results in specific design challenges when considering undergrounding. A solar farm has also been granted planning permission to the south of Chesterfield Substation which could potentially constrain undergrounding in that area.</p>
Design	
<p>Suggestion that underground cables are used for the entirety of this Section.</p>	<p>When National Grid is considering new network proposals, it is required under the Electricity Act 1989 to find a balance developing proposals that are efficient, coordinated and economical, and which have regard to the preservation of amenity.</p> <p>NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations such as National Landscapes, potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. In this context, it is considered there are insufficient policy justifications to use underground cabling in this location. This includes the presence of a number of residential and commercial settlements throughout the Section, together with linear infrastructure in sites such as the M1, A617, and various existing overhead lines, both 400 kilovolts (kVs) and lower voltages.</p> <p>Additionally, this Section is located within the ‘development high risk zone’ of the MRA, formerly the Coal Authority, where there are documented or probable shallow coal mining features (like mine entries, shallow coal workings, or mine gas) that could pose a risk to ground stability and public safety for new development. As highlighted in the MRA’s response to the Stage 1 consultation, this results in specific design challenges when considering undergrounding. A solar farm has also been granted planning permission to the south of Chesterfield Substation which could potentially constrain undergrounding in that area.</p>
<p>Suggestion for the route to go south west of Chesterfield.</p>	<p>The request would require using corridors assessed and discounted within the Corridor Preliminary Routeing and Siting Study (CPRSS). This suggested route presented numerous challenges and pinch points. These included:</p> <ul style="list-style-type: none"> • the pinch point between New Tupton and Wingerworth (including ancient woodland); • the interface with the River Rother flood zones; • the historic mining legacy west of Old Tupton; • the interaction with landfill south of Tupton Hall School; and • the North Wingfield and Tupton Station Road pinch point.

Change requested	How National Grid considered and addressed the change request
Suggestion for the Project to follow the M1.	<p>The River Rother, railway, residential and commercial uses all impede routeing, increase technical complexity and form a less direct route, with more pylons and would therefore also conflict with Holford Rule 3.</p> <p>There were several suggestions stating a preference for the Project to follow existing motorways or roads. National Grid notes that following linear infrastructure is an established principle and had already been considered as part of the development of the Emerging Preferred Corridor presented at Stage 1 consultation. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Utilising the M1 corridor was given consideration as described in the CPRSS, however, based on comments received in response to the Stage 1 consultation, a backcheck was undertaken as part of the design evolution. As with other areas of the country, the Strategic Road Network (SRN) has been a focus for development with many areas adjacent to the network already utilised for residential, industrial and commercial development, along with routeing existing overhead lines. Therefore, they are often constrained in terms of providing viable new routes for siting infrastructure. The environmental assets in Section 1 that constrain aligning closer to the M1 include greater proximity to Hardwick Hall, conservation areas, scheduled monuments, areas of ancient woodland and areas of woodland habitat, as well as National Trust inalienable land. To overcome these and other constraints, the Project would have a considerably greater length and impact on numerous residential and commercial uses. Therefore, following the M1 would not offer an economic or efficient solution.</p> <p>More details about the preliminary corridor options can be found in Chapter 6 of the CPRSS.</p>
Suggestion for the Project to be routed along the A617.	<p>Where possible, National Grid has sought to route the new overhead line in close parallel to existing linear infrastructure, including road networks, thereby reducing the potential for adverse visual, environmental, and socio-economic impacts. While there could be potential benefits from infrastructure being concentrated geographically,</p>

Change requested	How National Grid considered and addressed the change request
	<p>i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>In this area, routeing along the A617 is considered a technical preference and would avoid or minimise impact to surrounding environmental features including ancient woodland, and route further from Sutton Scarsdale with its associated listed buildings and conservation area. National Grid will seek to microsite the route to avoid areas of woodland, and riparian zones associated with Calow and Muster Brooks as far as practicable. It is acknowledged that the route would interact more with watercourses and flood zones in comparison with choosing a route further north, however, these would be impractical to avoid given the other constraints in the Emerging Preferred Corridor. National Grid will seek to reduce the number of river crossings and towers located within flood zones through tower micro-siting and design.</p>
<p>Suggestion for the Project to be routed to the west of the A632/A6 corridor.</p>	<p>The request would see the proposed route alignment deviate from the Emerging Preferred Corridor and follow the A632 (Matlock Road) east outwards from Chesterfield to meet the A6 (Dale/Derby Road) at Matlock before routing southwards to Derby. Utilising such a route would result in the need to traverse through numerous areas already utilised for residential, industrial and commercial development. In addition, this would route directly through the Derwent Valley Mills World Heritage Site (WHS).</p> <p>During early options identification and selection undertaken as part of the CPRSS, routeing westwards of Chesterfield through the area to the west of A632 and A6 was evaluated as part of preliminary corridor 1. It was found that this encompasses a large geographic area with numerous constraints and is technically complex. For example, to avoid the WHS this would involve routeing through the Peak District National Park, which is afforded the highest level of protection under the NPSs. This is a significant constraint; therefore the option was discounted during the CPRSS. The CPRSS identified other more viable corridors for routeing the Project infrastructure, that avoid this area of amenity. Other constraints include:</p> <ul style="list-style-type: none"> • areas of woodland including areas identified on the Ancient Woodland Inventory;

Change requested	How National Grid considered and addressed the change request
	<ul style="list-style-type: none"> • undulating ground having greater impact on the landscape; • geotechnical risks; • flood zones; • poor vehicle access for construction; and • multiple residential and industrial areas.
<p>Request for the Project to follow the existing electricity network.</p>	<p>The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines (as is largely the case in Sections 1 and 2) cannot be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines as these are needed in addition to the reinforcement. The need case for the Project was presented in the Strategic Options Report (SOR) as part of the Stage 1 consultation in 2024. This report has been updated for our Stage 2 consultation (statutory consultation) and will be presented as the Updated SOR.</p> <p>Requests specific to Section 1 also asked for the infrastructure to follow existing lower voltage overhead lines. Shifting the alignment further west (outside the Emerging Preferred Corridor) in this location, to follow paths of existing lower voltage overhead lines exiting Chesterfield Substation was not considered a viable option for a variety of reasons, including that this relates to a built-up area with associated technical challenges. For example, at Williamthorpe there are instances where the infrastructure would have to pass in proximity to, or over properties, and this would not meet minimum statutory electrical safety distances, resulting in a need to remove some properties which National Grid seeks to avoid. While there are existing overhead lines in the area, many of these houses would have been built after the lines' erection, and the safety distances for them would be less to our proposed 400 kV overhead line. There would also be associated visual, noise and social impacts on buildings in such close proximity, together with an increased construction phase impact. The route would also have to cut through areas of national forest inventory with associated adverse ecological impact and compensation planting. It would also require crossing historic landfill with associated engineering challenges and contamination risk.</p>
<p>Suggestion that the Project is routed to Shirebrook Power Station.</p>	<p>Before progressing with designing the Chesterfield to Willington Project, a large number of potential strategic options were considered. Shirebrook Power Generation was not included in this assessment as it is not associated with the existing electricity transmission system and would fail to meet the need case. The need case for the Project was presented in the SOR as part of the Stage 1 consultation in 2024. This report has been updated for our Stage 2 consultation and will be presented as the Updated SOR.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to follow the existing railway line in this Section.</p>	<p>Where possible, National Grid has sought to route the proposed route alignment in close parallel to existing linear infrastructure, including rail networks, thereby reducing the potential for adverse visual, environmental, and socio-economic impacts. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Within Section 1 of the Emerging Preferred Corridor and graduated swathe, there is limited rail network for the proposed infrastructure to align with. Following it would be outside the Emerging Preferred Corridor, taking a route south west from Chesterfield Substation towards the existing railway line through Hasland, following the River Rother and rejoining the Emerging Preferred Corridor south of North Wingfield. This is considered to have a detrimental effect on a number of receptors including Hunloke Country Park, biodiversity along the River Rother, ancient woodland, flood zones associated with the river, alongside technical challenges including mine entries in the vicinity of Kenning Park, as well as widespread occurrences of recorded surface mining.</p> <p>It would also result in potential oversailing of properties at Hasland and North Wingfield due to tight pinch points where Project infrastructure could be located. Further pinch points have been identified between North Wingfield and Tupton on Station Road, constrained by existing infrastructure, including residential properties, industrial buildings and the railway line itself.</p> <p>There would be challenges in the route accessing a point in which it can join the railway within Section 1, due to the built-up areas of Chesterfield and Hasland. Although there is potential for the route to cross at Milehill and Winsick from the A617 to join along the railway corridor, the location would require oversailing properties. Therefore, while technically feasible, routeing through this corridor is not preferred given the numerous routeing blockers and pinch-points. Further information is captured within the CPRSS.</p>

Change requested	How National Grid considered and addressed the change request
Environmental impact	
Suggestion that the Project avoid Muster Brook.	<p>National Grid notes that it is feasible to oversail Muster Brook without direct impacts. Routeing Project infrastructure away from this feature to the northern side of the Emerging Preferred Corridor and graduated swathe would result in a more indirect route and increased technical complexity, given interaction with and impact on, the existing electricity transmission system.</p> <p>Furthermore, routeing the Project away from Muster Brook would likely result in adverse impacts on the woodland area to the north of the current Emerging Preferred Corridor and graduated swathe or would result in having to oversail properties within this area. Additionally, moving the alignment further south would result in impacts on an established solar farm located north of the A617, including the potential removal of solar panels.</p> <p>The Project will seek to avoid or minimise impacts upon watercourses, wherever possible, during the course of design development and construction, however, interaction with minor watercourses will occur. Detailed design will consider potential impacts upon watercourses and their associated biodiversity and seek to microsite the position of pylons, wherever possible.</p>
Suggestion that the Project should be routed away from Calow and the surrounding woodland area.	<p>The proposed route alignment avoids mapped ancient woodland (part of the Ancient Woodland Inventory) to the north and south of Calow; however, it intersects woodland which is adjacent to the designated ancient woodland area, and, subject to further assessment and survey, may require consideration as functionally linked ancient woodland and a designated Local Wildlife Site (LWS) (Sutton Springs Wood). The results of further ecological and arboricultural surveys will inform future micrositeing requirements to reduce impacts upon trees, watercourses and ecological receptors in this Section, particularly near Muster Brook. Where habitat impacts cannot be avoided, particularly where woodland is assessed to constitute functionally linked ancient woodland, a bespoke mitigation strategy will be required to compensate for any losses of trees incurred. Where the woodland is not considered to be ancient woodland and impacts cannot be avoided, losses will be compensated through Biodiversity Net Gain (BNG) offsetting and delivery, as part of the Project's overall BNG delivery strategy. Further information is presented in Chapter 7 of the DDR.</p>
Economic/Employment impact	
Suggest the Project should avoid Stretton Manor Barn Helipad.	<p>The proposed route alignment routes in excess of 500 m from the helipad and it is not considered that the Project would prevent the functioning or operation of the helipad as a business during either the construction or operational phases of the Project. This will be reviewed as the design of the Project evolves and the route is refined. We seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost.</p> <p>National Grid has engaged an independent aviation consultancy to support and advise on aviation matters and interactions with airfields. We have been undertaking a review of airfields within 5 km of the Emerging Preferred</p>

Change requested	How National Grid considered and addressed the change request
	<p>Corridor and graduated swathe presented at Stage 1 consultation in 2024 and have offered and held meetings with identified airfields to understand their concerns and how the airfields are being used. This will help to inform further assessment of any potential impacts of the Project in relation to each airfield.</p> <p>As part of the design process, we seek to develop the most appropriate design taking into account the engineering, environmental and socio-economic factors and cost. The airfield operators will be consulted further as the Project develops, and we will endeavour to design a solution that safely accommodates airfield operations as far as practicable whilst considering other constraints and design considerations.</p>
<p>Suggestion for the Project to avoid Hardwick Hall (as a business and visitor attraction).</p>	<p>The proposed route alignment, as presented at the Stage 1 consultation, seeks to avoid Hardwick Hall with this located outside of the existing Emerging Preferred Corridor, east of the M1. Through our routeing and siting exercise we have sought, and will continue as far as practicable, to reduce potential impacts to businesses.</p> <p>To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Where impacts on businesses, leisure and tourism are identified these will be presented within our socio-economic assessment which is undertaken as part of the Environmental Impact Assessment (EIA) process. We will assess impacts to businesses during both the construction and operational phases of the Project and identify appropriate mitigation measures where required. The results of our initial assessments will be presented in the PEIR during our Stage 2 consultation before being further refined and presented in an Environmental Statement (ES) which will form part of the eventual DCO application.</p>
<p>Public Rights of Way</p>	
<p>Suggestion for the Project to be routed away from Five Pits Trail.</p>	<p>It is understood that the Five Pits Trail is a series of off-road routes and green spaces running from Grassmoor Country Park to Tibshelf. The Five Pits Trail spans across the entirety of the Emerging Preferred Corridor and therefore would be unavoidable. We will assess the most appropriate route for infrastructure to cross this feature ensuring it has the least visual, ecological and socio-economic impact. Impacts on the PRow from the Project can be minimised through good practice design development and construction methodologies.</p> <p>As part of a future application, the Project will work with the local Highway Authority and prepare a PRowMP to help reduce impacts to an acceptable level.</p>

Section 2: Stretton to Ripley

4.1.9 Table 4.2 below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 2:

Table 4.2: A summary of change requests relating to Section 2 and how National Grid has considered and addressed the change request

Change requested	How National Grid considered and addressed the change request
Community/Social impact	
Suggestion for the Project to be routed away from villages of Stretton, Higham, Shirland and Toad Hole.	<p>At the Stage 1 consultation, Section 2 of Emerging Preferred Corridor was located in an area in proximity to the villages of Stretton, Higham, Shirland and Toad Hole.</p> <p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>Feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area and these villages, due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p>
Suggestion that the Project should avoid Butterley reservoir (as it is used by fishermen and walkers).	<p>As part of the process for considering design change requests, National Grid has sought to avoid environmental impacts and impacts on the community where possible. The Emerging Preferred Corridor as presented at Stage 1 consultation avoids the Butterley Reservoir and the proposed route alignment would be over 1 km away.</p>
Suggestion for the Project to avoid Damstead Park.	<p>As part of the process for considering design change requests, National Grid has sought to avoid environmental impacts and impacts on the community where possible. Damstead Park is located outside the Emerging Preferred Corridor presented at Stage 1 consultation and the proposed route alignment would be over 700 m away.</p> <p>Furthermore, landscape and visual impacts on Damstead Park associated with the introduction of Project infrastructure are expected to be limited due to screening by existing tree groups along the western side of the parkland.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion that the Project should be routed away from Alfreton Park.</p>	<p>As part of the process for considering design change requests, National Grid has sought to avoid environmental impacts and impacts on the community where possible. Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for leisure, recreation and tourism, such as Alfreton Park. National Grid has also sought to reduce as far as practicable, potential impacts on various heritage assets in this area. Alfreton Park is located outside the Emerging Preferred Corridor presented at Stage 1 consultation and the proposed route alignment would be over 600 m away.</p> <p>Furthermore, landscape and visual impacts on Alfreton Park associated with the introduction of Project infrastructure are expected to be limited due to screening by existing tree groups along the western side of the parkland.</p>
<p>Request to route away from Wessington Green and Amber Green</p>	<p>The civil parish of Wessington is generally located on the west side of the existing Midland Main Line along the Alfreton to Matlock Road in the River Amber valley area. This is located within, and to the west of the Emerging Preferred Corridor as presented at Stage 1 consultation. The request refers to areas of green space in the parish, Wessington Green (also an LNR) in the village of Wessington, and Amber Green in Amber Mill. National Grid has a duty under the Electricity Act 1989 to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting, National Grid has sought to avoid, as far as practicable, locations important for sport and leisure.</p> <p>As noted, feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in Project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR. As a result, the proposed route alignment which has been taken forward for the Stage 2 consultation, is now to the east of these features, almost 1 km away at its nearest point.</p>

Change requested	How National Grid considered and addressed the change request
Cultural Heritage	
Preference for the Project to route away from Ogston Hall (Grade II* listed building).	<p>Ogston Hall is a Grade II* listed building and associated with a number of Grade II listed buildings on the eastern side of Ogston Reservoir.</p> <p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>As noted above, feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from this area due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR. Consequently, the proposed route alignment which has been taken forward for the Stage 2 consultation is sited further away from Ogston Hall.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
Suggestion for the Project to avoid 'Ryknield Street'.	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>Ryknield Street, which is a Roman road is a known long linear heritage feature (MDR4958) within Derbyshire, extending between Clay Cross and Breadsall, north east of Derby. The proposed route alignment intersects the Roman road multiple times, and as a result, a degree of interaction with it is unavoidable. Much of this heritage feature is undesignated and its route speculative in many areas, given the limited recorded evidence in the Historic Environment Record. However, better documented and preserved sections of the road have been designated as scheduled monuments which are avoidable through routeing.</p>

Change requested	How National Grid considered and addressed the change request
	<p>As a long linear feature, it is not considered practicable to avoid the entirety of the Roman road, however, consideration of micrositing following site investigations will be explored.</p> <p>Decisions on routeing and design have taken account of the nature and significance of individual sections of the Roman road. Presence of the Roman road will be considered within archaeological assessments, with surveys planned which will obtain further information on its location and nature. This will inform the design of any mitigation which may be required, which may include potential for micrositing the overhead line alignment through detailed design or provision for further archaeological investigation and mitigation works in the form of non-intrusive geophysical surveys and excavation, recording findings where appropriate.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
<p>Preference for the Project to be routed away from various other heritage assets within Section 2.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>It is noted that Section 2 is home to various other heritage assets including (but not limited to) various conservation areas and associated listed buildings, Grade II listed Castle Farmhouse, Grade II listed Roadnook Farm, Grade II listed Ogston Lane bridge, and Hammersmith railway station.</p> <p>As noted above, feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from this area due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p> <p>Consequently, the proposed route alignment which has been taken forward for the Stage 2 consultation is sited further away from heritage assets in this area.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and</p>

Change requested	How National Grid considered and addressed the change request
	<p>careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
Design	
<p>Suggestion for an alternative route to the east, following A38.</p>	<p>The Emerging Preferred Corridor presented at Stage 1 consultation showed optionality for routeing east of the A38 in this Section to the south west of the SRN junction (Alfreton Interchange). While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>The feasibility of establishing an undisrupted linear corridor for routeing a new 400 kV overhead line connection along the east side of the A38 is not available due to the presence of numerous settlements and ribbon development present along the east side of the SRN. This includes the settlement of Swanwick which frames the eastern and southern sides of the Emerging Preferred Corridor. If an alternative route following the east side of the A38 was to be pursued, it would necessitate multiple crossings over the SRN (A38), introducing more directional changes in the alignment resulting in a less direct route with significant increase in angle pylons, thus contradicting best practice design approaches stipulated in the Holford Rules.</p> <p>Fundamentally, this would also add constructability challenges and increase the complexity of temporary works requirements. Temporary construction access from or across the SRN is also prohibited by National Highways, as such constant changes in routeing either side of the A38 will result in fragmented access and construction traffic routes through settlements, causing greater socio-economic impact. Designated Ancient Woodland Inventory sites including Broadoak Plantation and Bowley Wood are also in the area and there is the potential that these would be</p>

Change requested	How National Grid considered and addressed the change request
	<p>impacted through forming a route along the east of the A38, consequently leading to adverse environmental effects on 'irreplaceable' habitat and greater consenting risk.</p> <p>Considering the above, the proposed route alignment is located to the west of the A38.</p>
<p>Suggestion for a more direct/straight line route between Stretton and Ripley.</p>	<p>The Emerging Preferred Corridor runs in a north to south direction in this location. National Grid has explored the opportunity for a more direct route, however, there are notable environmental receptors that would preclude a 'straight' route, including ancient woodland, LWSs, LNRs, residential areas and their associated heritage assets, historical landfills and coal mining legacy. Additionally, there is variance in topography.</p> <p>Notwithstanding this, feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has concluded a preference to route outside the Emerging Preferred Corridor identified in this location, due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p>
<p>Preference for the route to go west of Pentrich to follow an existing pylon route.</p>	<p>It is understood that previously there was a lattice pylon overhead line on the distribution network routed west of Pentrich, however, this is no longer in situ. As stated above, an alignment to the west of Pentrich has been taken forward. Albeit situated on more elevated ground than to the east further from existing linear infrastructure of the A38, routing west of Pentrich is considered preferable as it enables a straighter alignment around Pentrich and towards Lower Hartshay with fewer angle towers resulting in landscape and visual benefits and provides greater flexibility to increase separation from sensitive receptors. It avoids Broadoak Plantation ancient woodland and is considered to lessen impacts on the Grade I listed building of the Church of St Matthew in Pentrich. Consideration will be given to Coneygrey Farm historical landfill and Millstone Road Verge LWS when siting pylons.</p>
<p>Preference to route infrastructure west of Pentrich rather than east.</p>	<p>At Stage 1 consultation, the darker shading in the graduated swathe indicated a preference to route east of the Pentrich.</p> <p>As a result of stakeholder feedback received and further technical studies, the proposed route alignment is now routed to the west of Pentrich. A western route was considered to enable a straighter alignment past Pentrich and towards Lower Hartshay, requires fewer pylons and provides greater flexibility to avoid sensitive receptors. Although situated on more elevated ground, further from existing linear infrastructure of the A38, it is considered preferable as it avoids Broadoak Plantation, a designated ancient woodland and lessens impacts on the Grade I listed building of the Church of St Matthew in Pentrich.</p> <p>As detailed design progresses consideration will be given to to Coneygrey Farm historical landfill and Millstone Road Verge LWS when siting pylons. However, on the acceptance of the route going west of Pentrich, the route will go east of Upper Hartshay.</p>

Change requested	How National Grid considered and addressed the change request
<p>Preference for the route to go east of Pentrich between woodland east of the village and the listed building ‘Asherfields’.</p>	<p>National Grid gave further consideration to a route to the east of Pentrich. This route was found to fall in close proximity to an area of Broadoak Plantation ancient woodland and would result in potential adverse effects on the habitat from both construction and operational activities. An eastern route aligned closer to the A38 was found to potentially increase interaction with recorded mining legacy, require crossing the A610 towards Lower Hartshay, resulting in more directional changes, and would require a crossing of the local highway between Asher Land and Back Lane which would impact woodland areas adjacent to the SRN.</p> <p>As stated above, an alignment west of Pentrich has been taken forward.</p>
<p>Ecology/Wildlife impact</p>	
<p>Suggestion for the Project to be routed away from Cromford Canal Site of Special Scientific Interest (SSSI).</p>	<p>The Cromford Canal SSSI extends from Cromford to Ambergate with the latter being approximately 2.6 km from the western edge of the Emerging Preferred Corridor, as presented at the Stage 1 consultation. Therefore, the proposed route alignment does not impact the designation. However, an undesignated and disused section of the historic Cromford Canal bisects the Emerging Preferred Corridor east to west in the vicinity of Lower Hartshay.</p> <p>Construction, operation and maintenance impacts associated with the Project Infrastructure on the feature can be minimised through design development such as limiting interaction to oversail of the overhead line and avoid construction of temporary access directly over it through establishing two discrete access sections either side.</p>
<p>Suggestion for the Project to be routed away from Ogston Reservoir SSSI.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on ecology and biodiversity. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce impacts on areas of ecological sensitivity including notable and protected species and habitats and designated sites, through avoidance or mitigation. We will continue to engage with relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.</p> <p>Ogston Reservoir SSSI is located to the east of the Emerging Preferred Corridor presented at the Stage 1 consultation. Feedback from this, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from Ogston Reservoir SSSI, due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to be routed to the west of Broadoak Plantation (ancient woodland).</p>	<p>Further consideration was given to alternative route options to the east or west of Pentrich. An alignment west of Pentrich has been taken forward, and the presence of the Broadoak Plantation ancient woodland was a factor which influenced this decision. The proposed route alignment avoids the woodland, passing west of the feature and maintaining a buffer of approximately 180 m. A route east of Pentrich would follow the east side of Millstone Lane, falling within much closer proximity to the woodland and would likely impact the area of ancient woodland and result in greater adverse effects on the habitat from both construction and operational activities.</p> <p>The western routeing option enables a straighter alignment round Pentrich and towards Lower Hartshay with fewer angle towers and provides greater flexibility to increase separation from sensitive receptors, including the ancient woodland.</p>
<p>Economic/Employment impact</p>	
<p>Suggestion to reduce the impact on views from Santo’s Higham Farm Hotel (a wedding venue).</p>	<p>Through our routeing and siting exercise we have sought, and will continue as far as practicable, to reduce potential impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises as well as those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process.</p> <p>The boundary of Emerging Preferred Corridor, as presented at Stage 1 consultation is sited adjacent to Santo’s Higham Farm Hotel.</p> <p>Feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p> <p>As a result, the proposed route alignment which has been taken forward for the Stage 2 consultation, is now approximately 2 km away from this receptor.</p>
<p>Suggestion that the Project should avoid Alfreton golf course.</p>	<p>National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving amenity, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for education, health, leisure and tourism.</p> <p>Within the Emerging Preferred Corridor presented as part of Stage 1 consultation, an area of optionality was presented to the east and west of Oakerthorpe. The proposed route alignment adopts the eastern option, east of the</p>

Change requested	How National Grid considered and addressed the change request
	<p>existing Midland Main Line railway line that runs between Clay Cross and Oakerthorpe. Through ongoing assessment this alignment has been found to represent the most appropriate option considering a range of technical, environmental and socio-economic factors. Maintaining an alignment to the east of Oakerthorpe, passing through Alfreton golf course offers a more direct and linear route, consistent with Holford Rule 3. It is also preferred due to reduced landscape and visual impact associated with the requirement for fewer direction changes and towers. Furthermore, routing to the east of Oakerthorpe routes away from the more rural landscape of the Derbyshire Peak Fringe.</p> <p>National Grid notes that the proposed route alignment will intersect Alfreton golf course and ongoing discussions are being held with Alfreton Golf Club as the project progresses.</p> <p>The alternative option which would route to the west of Oakerthorpe within the Emerging Preferred Corridor resulting in routing closer to South Wingfield and its associated heritage assets including Wingfield Manor Scheduled Monument and the conservation area. This option also presented a number of technical constraints due to the presence of the River Amber and its associated flood zones, and crossings of the Midland Main Line railway. More information around the factors influencing the decision-making process in this area of optionality can be found in Chapter 7 of the DDR.</p> <p>Where impacts on businesses, leisure and tourism are identified, these will be presented within the socio-economic assessment undertaken as part of the EIA process. We will assess impacts to businesses during both the construction and operational phases of the Project and identify appropriate mitigation measures where required. The results of our initial assessments are presented in the PEIR during our Stage 2 consultation before being further refined and presented in an ES which will form part of the eventual DCO application.</p>
<p>Suggestion for the Project to route away from Higham Ponds.</p>	<p>Higham Farm Fishery is located within the boundary of the Emerging Preferred Corridor, as presented at Stage 1 consultation.</p> <p>As noted above, feedback from our Stage 1 consultation, alongside technical assessments and environmental surveys, has been used to refine our proposals. This ongoing work has concluded a preference to route outside the Emerging Preferred Corridor identified, away from the River Amber valley area due to a number of factors including significant engineering challenges associated with the inherent terrain and characteristics of the local road network. This preference was also supported by environmental appraisals for Landscape and Visual, and Ecology, as well as an anticipated reduction in project cost and programme duration. Further information around the appraisals undertaken by the Project team can be found in Chapter 5 of the DDR.</p> <p>As a result, the proposed route alignment which has been taken forward for the Stage 2 consultation, is now approximately 2 km away from this receptor.</p>

Section 3: Ripley to Morley

4.1.10 **Table 4.3** below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 3: Ripley to Morley.

Table 4.3: A summary of change requests relating to Section 3 and how National Grid has considered and addressed the change requests

Change requested	How National Grid considered and addressed the change request
Community/Social impact	
Suggestion that the Project should be routed away from Heage.	<p>The Emerging Preferred Corridor, as presented at the Stage 1 consultation, avoids the main village of Heage (as well as Brook Street and Parkside). The corridor is relatively narrow at this point, constrained by development associated with Heage to the west and Ripley to the east.</p> <p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>Due to the existing linear infrastructure of the A38 centrally located in this area, the proposed route alignment has sought to close parallel along the west to avoid multiple crossings of the SRN in this location, together with avoidance of residential ribbon development. As such, the proposed route alignment would be approximately 400 m from Heage.</p>
Suggestion that the Project should avoid Chadwick Grove.	<p>Chadwick Grove is understood to be a residential area east of Ripley which falls outside the eastern edge of the Emerging Preferred Corridor. National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>Chadwick Grove is located approximately 280 m from the emerging alignment at its closest point and is separated by the A38, which forms part of the SRN. There is tree coverage along the A38 which is likely to provide screening and together with the separation distance, minimal impacts are expected. It is noted that this location is a pinch-point within the corridor with limited options, however, to locate the alignment any further west would impact residential properties in Upper Hartshay as well as the Grade II listed building Yew Tree Farmhouse.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to avoid Gypsy Brook (south of Horsley Woodhouse).</p>	<p>Gypsy Brook runs in an east-west direction, connecting to Park Brook before joining with the Bottle Brook further west. Gypsy Brook is wholly located within the Emerging Preferred Corridor, with a large portion interacting with Horsley Lodge Golf Course.</p> <p>All design change requests associated with the area of optionality found around Kilburn/Denby/Horsley Woodhouse and Morley further south were reviewed holistically to ascertain the preference from an environmental, engineering and consenting perspective. As a result of this holistic review, a western alignment in this Section has been taken forward.</p> <p>This alignment would avoid the Horsley Lodge Golf Course and the Morley Brick Pits SSSI, in accordance with Holford Rule 2. To the east of Morley is the Morley Hayes ancient woodland and Morley Hayes Golf Course.</p> <p>Given the Brook spans the Emerging Preferred Corridor, it is not possible to avoid but through design and micro-siting, impacts will be minimised to the watercourse and associated riparian habitat and flood zones.</p>
<p>Suggestion that the Project should be routed through Denby, Rawson Green and Kilburn.</p>	<p>The request refers to routeing via various locations that are 'cut out' of the Emerging Preferred Corridor and would theoretically result in a more direct line which is supported by Holford Rule 3. The primary reason for a gap in the Emerging Preferred Corridor in this location, however, is owing to the presence of a cluster of settlements: Denby village, Denby Bottles, Rawson Green, Smithy Houses, Kilburn, Lower Kilburn and Horsley Woodhouse. These make a route through this area technically challenging. A new route via such built-up areas would pose substantial design and constructability challenges likely to require taller pylon structures to achieve statutory electrical safety clearances and highly complex technical complex methodologies to perform overhead line stringing works, as well as risking damage to properties in the process. Additionally, there would be associated visual, noise and social impacts on buildings in close proximity together with an increased construction phase impact.</p>
<p>Suggestion for the Project to be routed further east of Denby village to Heanor Gate.</p>	<p>Routeing further east of Denby village would result in routeing outside the Emerging Preferred Corridor, resulting in a less direct route with various sharp changes in direction, in conflict with Holford Rule 3. It would also impact urban areas with potential for a requirement to oversail properties at Marehay or Ripley, with no potential route found that would not directly impact residential properties. The proposed route alignment taken forward to Stage 2 consultation tracks to the west, away from Denby village.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion that the Project avoid the settlements of Horsley Woodhouse, Smalley and Denby (including Pottery Lane).</p>	<p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>Taking into consideration feedback received from the Stage 1 consultation, complemented by further technical assessments and environmental surveys, the proposed route alignment in this Section taken forward to Stage 2 consultation routes to the west of these settlements. With a number of factors feeding into the decision-making process in this area of optionality within the Emerging Preferred Corridor, one of the key drivers for this was to utilise as far as reasonably practicable, existing infrastructure corridors which include a section of 33 kV overhead line on the distribution network between Belper and Spondon, comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. By following existing infrastructure corridors in this Section, a reduction in landscape and visual impacts is anticipated. The proposed route alignment also provides a more direct route for the new overhead line, so better complies with Holford Rule 3. More information can be found in Chapter 7 of the DDR.</p>
<p>Suggestion for the Project to route east of Smalley (including requests to avoid the west of the village and route through fields).</p>	<p>The village of Smalley is located to the east of the Emerging Preferred Corridor as presented at the Stage 1 consultation. National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>National Grid has updated the proposals in light of feedback received at Stage 1 consultation together with further technical assessments and environmental surveys. An alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward. This alignment is sited further away from Smalley and to utilises as far as reasonably practicable, existing infrastructure corridors which include a section of 33 kV overhead line on the distribution network between Belper and Spondon, comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. By following existing infrastructure corridors in this Section, a reduction in landscape and visual impacts is anticipated.</p> <p>The proposed route alignment would also provide a more direct route for the new overhead line and better complies with Holford Rule 3. By comparison, the option for routeing east in the area of optionality presented around Denby Bottles to the north and Horsley Woodhouse/Smalley to the south would have resulted in a longer, less direct route with larger directional changes to bypass areas of settlement and constraint. Additionally, the proposed route alignment avoids a pinch-point on the A609 between Horsley Woodhouse and Smalley, constrained by properties and woodland, restricting routeing and available land take for construction. More information around the factors influencing the decision-making process in this area of optionality can be found in Chapter 7 of the DDR.</p>

Change requested	How National Grid considered and addressed the change request
Suggestion for the Project to route through Horsley, Kilburn and Ilkeston.	<p>If this change was delivered, the proposed infrastructure would be routed through the built-up areas (and associated conservation areas) of Horsley, Kilburn and Ilkeston, all of which are located outside the Emerging Preferred Corridor. A new route via such built up areas would pose substantial design and constructability challenges likely to require taller pylon structures to achieve statutory electrical safety clearances, and highly complex technical methodologies to perform overhead line stringing works, as well as risk damage to properties in the process. Additionally, there would be associated visual, noise and social impacts on buildings in close proximity, together with an increased construction phase impact. Were it determined that a route would be technically feasible via these locations, this would result in a less direct and longer route between the start and end nodes, contrary to Holford Rule 3.</p>
Preference for route east of Horsley as it has less sensitivity.	<p>Taking into consideration feedback received from Stage 1 consultation, complemented by further technical assessments and environmental surveys, the proposed route alignment in this Section taken forward to Stage 2 consultation now routes to the west of Kilburn, meaning the alignment will pass to the west and south of Horsley. With a number of factors feeding into the decision-making process in this area of optionality within the Emerging Preferred Corridor, one of the key drivers for this was to utilise as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. The proposed route alignment also provides a more direct route for the new overhead line, so better complies with Holford Rule 3. Where deemed necessary, mitigation measures may be considered to reduce impacts to heritage assets such as the conservation areas associated with Horsley and Coxbench.</p> <p>By comparison, the option for routeing east between Ripley and Morley for this Section would have resulted in a longer, less direct route with larger directional changes to bypass areas of settlement and constraint. More information can be found in Chapter 7 of the DDR.</p>
Suggestion that the Project be routed away from Cloves Hill (to the east).	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback, and a western alignment in this area of optionality around Cloves Hill, as presented within the Emerging Preferred Corridor, has been taken forward. A key determining factor in this decision was to avoid environmental and ecological impacts associated with Morley Hayes ancient woodland. Additionally, taking the alignment further east would route in closer proximity to the Grade II* listed building Morley Manor.</p> <p>Decision making in this area of optionality was viewed holistically with consideration to the north, whereby a route to the west of the Emerging Preferred Corridor would result in a more direct route for the new overhead line. More information can be found in Chapter 7 of the DDR.</p>

Change requested	How National Grid considered and addressed the change request
Suggest Project should avoid Brick Kiln Lane.	<p>Brick Kiln Lane forms a road in the area of Morley Smithy which is located within the Emerging Preferred Corridor. The proposed route alignment is positioned approximately 200 m to the east of Brick Kiln Lane, away from the Morley Brick Pits SSSI to avoid direct impacts, given its designation and high ecological value. The proposed route alignment tracks through open lands between the village of Morley Smithy and its primary school to the west and Cloves Wood (ancient woodland) and Morley Hayes Golf Course to the east, to avoid adverse impacts on these.</p>
Suggestion that the Project should be routed east of Morley.	<p>National Grid has updated the proposals in the light of Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward. This alignment utilises as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. This proposed route alignment provides a more direct route for the new overhead line and better complies with Holford Rule 3. By comparison, the option for routing east between Ripley and Morley for this Section would have resulted in a longer, less direct route with more directional changes to bypass areas of settlement and constraint. East of Morley would also require going through Morley Hayes ancient woodland with associated adverse environmental and ecological impacts; and would also result in a requirement to oversail part of Morley Hayes Golf Course which would present socio-economics impacts. More information can be found in Chapter 7 of the DDR.</p>
Suggestion for the Project to avoid Stainsby Cricket Club/Suggest the Project be routed away from Smalley village due to concerns about impacts on sports facilities.	<p>Smalley village contains numerous sports facilities including Stainsby cricket club, a football pitch off Dobholes Lane, a bowling green and tennis courts.</p> <p>National Grid has a duty under the Electricity Act 1989 to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routing and siting, National Grid has sought to avoid, as far as practicable, locations important for sport and leisure, as well as education, health and tourism.</p> <p>The proposed route alignment routes along the west side of the Emerging Preferred Corridor in this area of optionality, so it utilises as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. The proposed route alignment, which has been taken forward to Stage 2 consultation, would be sited further away from Smalley and would follow existing infrastructure corridors in this Section, which will reduce landscape and visual impacts. More information can be found in Chapter 7 of the DDR.</p>
Suggestion for the Project to avoid Denby Cricket Club.	<p>National Grid has sought to reduce potential effects on communities, residents and key facilities through careful routing and design. Through routing and siting, National Grid has sought as far as practicable to avoid locations important for sport and leisure, as well as education, health and tourism.</p>

Change requested	How National Grid considered and addressed the change request
	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area of optionality has been taken forward to Stage 2 consultation, which would route further away from Denby Cricket Club. More information about our decision making can be found in Chapter 7 of the DDR.</p>
<p>Suggestion for the Project to avoid churches in Denby.</p>	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward, which would avoid Denby Church and St Mary the Virgin Church.</p> <p>The proposed route alignment also provides a more direct route for the new overhead line and follows existing infrastructure corridors more closely, so it better complies with Holford Rules. Routeing east of Denby between Ripley and Morley for this Section would have resulted in a longer, less direct route with larger directional changes to bypass areas of settlement and constraint. More information can be found in Chapter 7 of the DDR.</p>
<p>Cultural Heritage</p>	
<p>Suggestion that the Project is routed away from Morley Park Blast Furnaces (Grade II* listed and scheduled monument).</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>The scheduled monument and Grade II* listed furnaces at Morley Park are of high heritage value. The setting is now an agricultural landscape, with the A38 to the immediate east. The overhead line would be visible at a distance of approximately 180 m to the east; however, these views already include an existing wood pole overhead line, and it is considered that direct impacts are avoided.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
<p>At Denby and Kilburn, if eastern option is progressed this should be further east</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p>

Change requested	How National Grid considered and addressed the change request
to avoid impacts on Listed Buildings.	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward so it utilises as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN.. The proposed route alignment provides a more direct route for the new overhead line, which better complies with Holford Rule 3. By comparison, the option for routeing east between Ripley and Morley for this Section would have resulted in a longer, less direct route with larger directional changes to bypass areas of settlement and constraint. More information can be found in Chapter 7 of the DDR.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
<p>Suggestion that the Project should be routed away from conservation areas of Horsley and Coxbench.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>In between Horsley and Coxbench, the proposed route alignment crosses designated conservation areas associated with the settlements. However, sensitive routeing and siting has isolated interaction to agricultural land on the periphery of the conservation area extents, away from the core built-up areas and distinguishing heritage assets. It is acknowledged that introduction of Project infrastructure may impact the setting but the existing 33 kV lattice pylon overhead line from Belper to Spondon is already visible in the landscape and traverses through the conservation areas over a larger distance in closer proximity to residential properties and sensitive environmental sites. Therefore, diversion and undergrounding of the existing apparatus to create a new corridor for the proposed 400 kV route is considered as potential mitigation to lessen the heritage and landscape and visual impacts. Routeing of the new overhead line through the area would be seen in localised views, although there are sizeable blocks of woodland surrounding the settlement which would provide some screening of the infrastructure.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>

Change requested	How National Grid considered and addressed the change request
Design	
Suggest a more direct/straight line route is taken from Ripley to Morley.	National Grid has updated the proposals in light of Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward. This alignment follows existing infrastructure corridors including the A38 and the existing 33 kV lattice pylon overhead line and provides a more direct route for the new overhead line, which better complies with Holford Rule 3. By comparison, the option for routing east between Ripley and Morley for this Section would have resulted in a longer, less direct route with larger directional changes to bypass areas of settlement and constraint. More information can be found in Chapter 7 of the DDR .
Suggestion for the Project to not cross the A38 multiple times between Coxbench and Rawson Green.	Taking into consideration feedback received from Stage 1 consultation complemented by further technical assessment and environmental surveys, the proposed route alignment crosses the A38, forming part of the SRN, at one location west of Horsley and Coxbench. To the north of this crossing location there is an existing 33 kV overhead line on the distribution network which crosses the A38 which is likely to be undergrounded for this Section of the route.
Suggestion that underground cables should be used through the conservation area in Morley village.	NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that at particularly sensitive locations such as National Landscapes, there may be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Morley Village and its associated conservation area is located outside the Emerging Preferred Corridor and graduated swathe, as presented at Stage 1 consultation. The proposed route alignment is routed over 300 m from the village.
Suggestion that underground cables are used for the entirety of the Ripley to Morley Section.	NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may, at particularly sensitive locations such as National Landscapes, be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Whilst this Section is in proximity to the Derwent Valley Mills WHS and its associated buffer, which could be classified as a sensitive location to justify undergrounding, there is the potential for adverse environmental impacts resulting from undergrounding in this Section, as well as additional consenting risk particularly around interfaces with the local road network and SRN (A38). In addition, coal and mining legacy risks and areas of contamination known as the Cinder Hill tar pits have been identified in this location which present additional risks for undergrounding. In this context, it is considered there are insufficient policy justifications, together with local risk factors, that preclude the use of underground cabling in this location for the new infrastructure.

Change requested	How National Grid considered and addressed the change request
Suggestion to route the Project alongside existing pylons through Shipley.	Comments were received suggesting the Project route could be closer to, or parallel with existing overhead lines, particularly in the Morley area. National Grid identified an existing lattice pylon overhead line located in the vicinity of the Emerging Preferred Corridor, operated and maintained by the local distribution network provider National Grid Electricity Distribution (NGED). This existing overhead line tracks east of the Emerging Preferred Corridor, broadly running north to south from Loscoe to Spondon, routeing to the west of Shipley. Following a comprehensive evaluation by our multi-disciplinary team, this routeing option was discounted due to a number of key constraints. More information about our decision making can be found in Chapter 7 of the DDR .
Suggestion that existing overhead lines in Bargate are removed.	Taking into consideration the feedback received to our Stage 1 consultation, as well as further technical assessments and environmental surveys, the proposed route alignment in this Section which has been taken forward to Stage 2 consultation, will utilise the corridor of overhead line between Belper and Spondon. This solution would be reliant on the diversion and undergrounding of a section of the existing lattice pylon overhead line around Bargate and Holbrook, which is anticipated to reduce overall landscape and visual impacts. More information about our decision making can be found in Chapter 7 of the DDR .
Suggest that the Project should run closer to/in parallel to the existing overhead lines in Section 3.	Comments were received suggesting the Project route could be closer to or parallel with existing overhead lines, particularly in the Morley area. As part of our further technical assessments and environmental surveys, the optionality to utilise two existing overhead lines located within the vicinity of the Emerging Preferred Corridor, operated and maintained by NGED, was investigated. The first option tracked east of the Emerging Preferred Corridor, broadly running north to south from Loscoe to Spondon. The second option intersected the Emerging Preferred Corridor from north east of Holbrook to Brackley Gate, north west of Morley Smith. Following a comprehensive evaluation by our multi-disciplinary teams, and taking into consideration the feedback received, the proposed route alignment taken forward to Stage 2 consultation will utilise a section of the existing overhead line route between Belper and Spondon, as well as the A38 corridor. More information about our decision making can be found in Chapter 7 of the DDR .
Suggestion that cables should be undergrounded through Denby village.	NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that at particularly sensitive locations such as National Landscapes, there may be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. This suggestion seeks the undergrounding of infrastructure at Denby village, which is not located within a designated landscape. In this context, it is considered there are insufficient policy justifications to merit use of underground cabling in this location.

Change requested	How National Grid considered and addressed the change request
<p>Suggestion that the Project goes west of Morley area, following existing overhead lines.</p>	<p>The potential to shift the alignment to the west of Morley and Cloves Hill outside the Emerging Preferred Corridor, is limited by the inherent topographical and landscape characteristics of the area such as Drum Hill and the elevated terrain of Amber Valley, coupled with widespread areas of Habitats of Principal Importance (HPI), deciduous woodland and grassland, and sites such as Dobb's Hill Plantation LWS and Moor Plantation and Drum Hill LWS.</p> <p>The proposed route alignment routes along the west side of the Emerging Preferred Corridor in this area of optionality, so it follows existing infrastructure corridors including the A38 and a section of the existing 33 kV lattice pylon overhead line. More information can be found in Chapter 7 of the DDR.</p>
<p>Suggestion that the Project be undergrounded around Smalley.</p>	<p>NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that at particularly sensitive locations such as National Landscapes, there may be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Smalley is not within a designated landscape and while there are pockets of undesignated woodland west of Smalley village, this is insufficient to justify undergrounding.</p> <p>The proposed route alignment routes along the west side of the Emerging Preferred Corridor in this area of optionality, so it utilises as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. The proposed route alignment which has been taken forward to Stage 2 consultation would be sited further away from Smalley and would follow existing infrastructure corridors in this Section, which will reduce landscape and visual impacts. More information can be found in Chapter 7 of the DDR.</p>
<p>Suggest that the Project be routed alongside existing motorways/roads in this Section.</p>	<p>Suggestions were received outlining a preference for the Project to follow existing motorways or roads in this Section. National Grid notes that following linear infrastructure is an established principle, already considered as part of the development of the graduated swathe presented at Stage 1 consultation.</p> <p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing</p>

Change requested	How National Grid considered and addressed the change request
	<p>and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>As assessed within the CPRSS presented at Stage 1 consultation, the option to utilise the A38 further south and route west of Derby would first require crossing the Derwent Valley Mills WHS, which would not be in accordance with the Holford Rules. More details can be found in Chapter 6 of the CPRSS. Furthermore, we found routeing constraints along the west of the A38 up to Breadsall, including large areas of HPI.</p> <p>Taking into consideration the feedback received during the Stage 1 consultation, as well as further technical assessments and environmental surveys, the proposed route alignment in this Section which has been taken forward to Stage 2 consultation, runs in parallel to the SRN (A38) between Lower Hartshay and Coxbench. With a number of factors feeding into the decision-making process in this area of optionality within the Emerging Preferred Corridor, one of the key drivers for this decision was to utilise, as far as reasonably practicable, existing infrastructure corridors. More information about our decision-making process can be found in Chapter 7 of the DDR.</p>
<p>Follow the A38 further west into more urban areas.</p>	<p>Suggestions were received stating a preference for the Project to follow existing motorways or roads, such as the A38 in this Section. National Grid notes that following linear infrastructure is an established principle, already considered as part of the development of the graduated swathe presented at Stage 1 consultation. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>As assessed within the CPRSS presented at Stage 1 consultation, the option to utilise the A38 further south and route west of Derby would first require crossing the Derwent Valley Mills WHS, which would not be in accordance with the Holford Rules and NPSs EN-1 and EN-5. Additionally, this would result in routeing through urban areas thereby posing substantial design and constructability challenges requiring taller pylon structures to achieve</p>

Change requested	How National Grid considered and addressed the change request
	<p>statutory electrical safety clearances and technically complex methodologies. More details can be found in Chapter 6 of the CPRSS.</p> <p>Taking into consideration the feedback received during our Stage 1 consultation, as well as further technical assessments and environmental surveys, the proposed route alignment in this Section which has been taken forward to Stage 2 consultation runs in parallel to the SRN (A38) between Lower Hartshay and Coxbench. More information about our decision-making process can be found in Chapter 7 of the DDR.</p>
<p>Suggestion for the Project to follow the A608 between Smalley and Morley.</p>	<p>This section is a short corridor and would involve routeing in a direction that would not be aligned with supplementary advice within the Holford Rules which sets out that routeing close to residential areas as far as possible on grounds of general amenity. There are multiple properties along the A608 corridor, and pinch points which would pose substantial design and constructability challenges making such a route here unviable.</p>
<p>Economic/Employment impact</p>	
<p>Suggestion for the Project to avoid Horsley Lodge Golf Course.</p>	<p>National Grid has a duty under the Electricity Act 1989 to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting, National Grid has sought as far as practicable to avoid locations important for leisure and tourism such as golf courses.</p> <p>The proposed route alignment routes along the west side of the Emerging Preferred Corridor in this area of optionality, so it utilises as far as reasonably practicable, existing infrastructure corridors which include a section of an existing 33 kV overhead line on the distribution network between Belper and Spondon comprising steel lattice pylons, as well as the A38 corridor which forms part of the SRN. The proposed route alignment which has been taken forward to Stage 2 consultation would be sited to the south of Horsley Lodge Golf Course, following existing infrastructure corridors in this Section. More information can be found in Chapter 7 of the DDR.</p> <p>Where impacts on businesses, leisure and tourism are identified, these will be presented within our socio-economic assessment which is undertaken as part of the EIA process. National Grid will assess impacts to businesses during the construction and operational phases of the Project and identify appropriate mitigation measures where required. The results of our initial assessments are presented in the PEIR during the Stage 2 consultation before being further refined and presented in an ES which will form part of the eventual DCO application.</p>
<p>Suggestion for the Project to avoid Morley Hayes Golf Course/Suggestion for the Project to be routed more directly</p>	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area of optionality has been taken forward to Stage 2 consultation, which largely avoids the Morley Hayes Golf Course. The proposed route alignment marginally intersects the south west corner of the golf course, however, impacts from construction and operation of the overhead line are considered minimal. An alternative routeing option further east within the Emerging Preferred Corridor is not preferable as it would result in greater disruption to the</p>

Change requested	How National Grid considered and addressed the change request
<p>at the back of Morley Hayes Golf Course towards Stanley (east corridor).</p>	<p>running of the golf course. It would also have direct impacts on Morley Hayes Wood, a designated ancient woodland and LWS, as well as increasing impacts on various other features of ecological value including:</p> <ul style="list-style-type: none"> • Stanley Common settlement and the residential properties nearby; • HPI deciduous woodland; • Smalley Wood; • Smalley Green Meadow LWS; • Stanley Common Meadow LWS; and • Hayeswood Farm Grassland LWS. <p>Routeing west of Morley Smithy was also discounted due to the presence of Morley Brick Pits SSSI, as well as the village of Morley and its associated conservation area which contains a number of heritage features. More information can be found in Chapter 7 of the DDR.</p>
<p>Wildlife/Ecology impact</p>	
<p>Route away from LWS in the area of Lower Hartshay.</p>	<p>There are two LWSs present in Lower Hartshay: Lower Hartshay Wetland LWS and Cromford Canal LWS which intersect the Emerging Preferred Corridor. The proposed route alignment in this area oversails the Cromford Canal LWS and Lower Hartshay Wetland LWS, south of the A610. Oversailing of the overhead line across the LWS, when accounting for technical difficulties and constraints associated with alternative routeing options and receptors, represents the most effective routeing option through this area. A full assessment will be presented within the ES which will form part of the eventual DCO application.</p> <p>More information on the factors influencing the decision-making process in this area can be found in Chapter 7 of the DDR.</p>
<p>The route should ensure appropriate buffers are in place for woodland found at Cloves Wood and Morley Hayes.</p>	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area of optionality has been taken forward to Stage 2 consultation, avoiding Morley Hayes Wood and Cloves Wood which are both designated areas of ancient woodland.</p> <p>An alternative routeing option further east within the Emerging Preferred Corridor is not preferable as it would have direct impacts on Morley Hayes Wood, a designated ancient woodland and LWS, as well increase impacts on:</p> <ul style="list-style-type: none"> • Stanley Common settlement and the residential properties nearby; • HPI deciduous woodland; • Smalley Wood; • Smalley Green Meadow LWS;

Change requested	How National Grid considered and addressed the change request
	<ul style="list-style-type: none"> • Stanley Common Meadow LWS; and • Hayeswood Farm Grassland LWS. <p>The proposed route alignment is located within the eastern arm of optionality in the part of the Emerging Preferred Corridor and therefore closer to Cloves Wood, however, an appropriate buffer has been included to avoid any adverse impacts to this.</p> <p>More information can be found in Chapter 7 of the DDR.</p>
Environmental impact	
Consider potential impacts regarding local flooding of Bottle Brook.	<p>The Bottle Brook extends from south of Denby, and runs southwards to the west of Kilburn tracking parallel to the B6179 and A38 road networks until it leaves the Emerging Preferred Corridor. The proposed route alignment crossing point identified for Bottle Brook is at a location where the watercourse has been already modified and culverted as part of the A38 construction. Instead, the potential to minimise interactions with the Brook through micro-siting, or to provide mitigation where it will be impacted will need to be assessed as part of the ES and associated Flood Risk Assessment.</p> <p>The EIA will include consideration of potential temporary and permanent impacts of flood risk from rivers, surface water and groundwater sources, taking account of the effects of climate change over the Project's design life. The results of the initial assessments are being consulted on in the PEIR in our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
Land	
Concern that the route at the top of Cloves Hill is unsuitable because it is too narrow (at Brackley Gate and Quarry Junction).	<p>National Grid has undertaken thorough technical and environmental assessments during design development and considers there is sufficient land-take available for routeing and siting a new overhead line in this area. In this Section, the proposed route alignment taken forward was carefully developed to avoid direct impacts to residential properties and nearby environmental features including Morley Brick Pits SSSI and Cloves Wood (ancient woodland), situated between the A608 and Cloves Hill, which restrict routeing.</p> <p>More information around the factors influencing the decision-making process in this area of optionality can be found in Chapter 7 of the DDR.</p>
Request to consider the 'Cinderhill' development site and associated tar pits.	<p>As part of the design process, National Grid seeks to avoid adverse impacts on the environment, where possible, through careful routeing. As part of this process, National Grid takes into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. In this location, concerns were raised about the presence of acid tar pits (the 'Cinderhill Tarpits'). The area is designated as a 'Special Site' under the Environmental Protection Act 1990, with the eastern extent being designated a LWS (Cinderhill Tar Pits and Morrells Brook LWS).</p>

Change requested	How National Grid considered and addressed the change request
	<p>From inspection of historical records associated with the site, the most extensive area of tar pits is located on the east side of the A38 north of Rawson Green, although a smaller cluster of tar pits lies on the western side. Concerns include the potential for environmental implications resulting in disturbance to local geology and ground around these features from any intrusive works, causing possibility of leaching contaminants into surrounding ground and surface water sources, with specific reference to Bottle Brook which flows into the River Derwent and subsequently into the River Trent. These risks were carefully evaluated during route development with the proposed route alignment avoiding the site and providing a buffer of approximately 150 m from the westernmost pits. Further investigation, survey work and consultation will be undertaken as the Project design develops.</p>
<p>Consideration of sink holes caused by mining features in the area and potential impacts on environment (previously resulting in contaminated river in Kilburn Area including recent incident at Bottle Brook).</p>	<p>As part of the design process, National Grid seeks to avoid impacts where possible, through careful routing. As part of this process, National Grid takes into account the most appropriate engineering solution alongside environmental, cost and socio-economic factors. As part of our technical assessments and environmental surveys and environmental assessments, both intrusive and non-intrusive survey work will be undertaken to gain a detailed understanding of the geological conditions along the route corridor to fully inform design development for the Project. These activities will be co-ordinated with the MRA and other relevant statutory bodies to ensure any geotechnical constraints are fully considered and mitigated.</p>
<p>Planning</p>	
<p>Consider proposed solar farms in the Denby area.</p>	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward which avoids the proposed solar farm development in the area of Denby. However, it is noteworthy that these were considered avoidable through appropriate routing and siting and so did not play a key factor in the decision making within this area. Further information around factors influencing the decision-making process in this area of optionality can be found in Chapter 7 of the DDR.</p>
<p>Consideration of the Greenway/Former Midland Railway Ripley Branch Line.</p>	<p>National Grid has updated the proposals in light of the Stage 1 consultation feedback and further technical assessments and environmental surveys, and an alignment to the west side of the Emerging Preferred Corridor in this area has been taken forward.</p> <p>The proposed route alignment would coincide with a section of the former Midland Railway Ripley Branch Line which has been earmarked and approved by Derbyshire County Council for development of a Greenway. This</p>

Change requested	How National Grid considered and addressed the change request
	<p>scheme is set to form a critical segment of the Key Cycle Network, promoting sustainable travel and recreational use while enhancing regional connectivity.</p> <p>Mature trees appear to flank both sides of the proposed Greenway, which would assist in screening views of the overhead line route and pylons to some extent. The key area of interaction would be where the proposed route alignment turns south east and crosses it adjacent to the A38 and Bottle Brook, but the impact is considered to be limited to enabling works for overhead line stringing including an element of tree removal either side of the Greenway. Overall, routing of the proposed route alignment in proximity to this feature is not expected to detract from its recreational use once proposed redevelopment of the Greenway is completed, nor impose significant landscape and visual effects.</p>

Section 4: Morley to Ockbrook

4.1.11 **Table 4.4** below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 4: Morley to Ockbrook.

Table 4.4: A summary of change requests relating to Section 4 and how National Grid has considered and addressed the change request

Change requested	How National Grid considered and addressed the change request
Agriculture	
Concern about negative impact on farming operations/ reduction in agricultural land.	<p>There were several concerns raised regarding the impact of the Project on farming operations or concerns about potential reductions in agricultural land.</p> <p>Requests received included references to Moor Farm and Green Farm. It is understood that Green Farm is located outside the Emerging Preferred Corridor presented at Stage 1 consultation. Moor Farm is partially located within the Emerging Preferred Corridor presented during the Stage 1 consultation, on the western arm of the area of optionality around Cloves Wood and Morley Hayes Golf Course. This western arm where the farm is understood to be located was shown in darker shading on the graduated swathe at Stage 1 consultation. In the decision-making process, a holistic view had to be taken in this area of optionality, weighing up the various factors and features. This included that routing east would result in a less direct and longer route and would result in direct interaction with Morley Hayes ancient woodland, which would have been unavoidable and likely to result in loss of trees.</p> <p>As outlined in the ‘Summary of Matters Raised’ (Table 3.1) National Grid recognises that there is the potential for impacts on agricultural land and operations. We look to limit the impact on agricultural land through careful and considered routing and siting of infrastructure and through consultation with affected landowners. We will continue</p>

Change requested	How National Grid considered and addressed the change request
	<p>to work with all landowners who may be affected by the proposals, to understand the impacts on their operations and to work with them as the Project is developed. We will seek to continue to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.</p>
Community/Social impact	
<p>Suggestion for the Project to be routed through Gypsy Lane and Draycott to avoid housing areas.</p>	<p>National Grid recognises people may have concerns about the potential impacts of living close to electricity infrastructure. National Grid has sought to reduce potential effects on communities, residents, and key facilities through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals by making timely design decisions and engaging with people and stakeholders throughout the development of the Project.</p> <p>The Emerging Preferred Corridor passes between the settlements of Draycott to the east and Borrowash to the west, through relatively open lands, seeking to maintain a balanced distance between them to minimise impacts from the development, whilst factoring in other surrounding features which constrain routeing notably Grade II* listed Elvaston Castle, its RPG and associated heritage assets, as well as the course of the River Derwent to the south. The proposed route alignment, which has been taken forward to Stage 2 consultation, tracks closer to Ockbrook on the west to allow for a more direct route, avoiding Tudor Court residential area, as well as avoiding pockets of ancient woodland and other woodland found centrally and to the east, Manor Farm Grade II listed building and surrounding woodland, and Derby and Sandiacre restoration project. The alignment also avoids direct impacts to Ockbrook and its associated conservation area and listed buildings.</p> <p>Our overall decision on the proposed route alignment for the new overhead transmission line is presented within Chapter 7 of the DDR during our Stage 2 consultation.</p>
Cultural Heritage	
<p>Suggestion for the Project to avoid Portway Path.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>National Grid assumes Portway Path refers to the Derbyshire Portway, which is an ancient prehistoric trackway of approximately 48 miles, understood to start at Stapleford Hill, Nottinghamshire and finish at Mam Tor in Derbyshire. The proposed route alignment has been designed to avoid sensitive receptors as far as practicable, in accordance with the Holford Rules.</p>

Change requested	How National Grid considered and addressed the change request
	<p>National Grid will continue to engage with the relevant stakeholders including Historic England and Local Planning Authorities on aspects relating to the historic environment and heritage assets, including appropriate mitigation measures and techniques, and will take their views into account as the Project evolves. As a long linear feature, while it is not considered practicable to avoid the Derbyshire Portway, consideration of micrositing of pylons as a means of mitigation will be explored.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
Design	
<p>Suggest that the Project should run closer to/in parallel to the existing overhead lines in Morley to Ockbrook – following or utilising the corridor of an existing 33 kV lattice pylon overhead line on the distribution network to the west of the Emerging Preferred Corridor.</p>	<p>An existing 33 kV lattice pylon overhead line intersects the Emerging Preferred Corridor from north east Holbrook to Brackley Gate north west of Morley Smithy, after which it continues further south towards Spondon. It forms part of the local distribution network owned, operated and maintained by NGED. National Grid has explored the opportunity to utilise this existing lower voltage overhead line network to the west of the Emerging Preferred Corridor.</p> <p>A comprehensive evaluation by multi-disciplinary teams (including technical, consents and environmental perspectives) found that should this change be taken forward, it is anticipated to reduce overall landscape and visual impacts by reducing ‘wirescape’ and consolidating electricity infrastructure to an area where it is already located.</p> <p>The proposed route alignment routes along the west side of the Emerging Preferred Corridor so that it follows existing infrastructure corridors including the A38 and existing 33 kV lattice pylon overhead line. This would also provide a more direct route for the new overhead line and better complies with Holford Rule 3.</p>
<p>Suggest that the Project should run closer to/in parallel to the existing overhead lines in Morley to Ockbrook. Following or utilising the</p>	<p>An existing 132 kV lattice pylon overhead line is located east of the Emerging Preferred Corridor, broadly running north to south from Loscoe to Spondon. It forms part of the local distribution network owned, operated and maintained by NGED.</p> <p>National Grid has explored the opportunity to utilise this existing lower voltage electricity overhead line network to the west of the Emerging Preferred Corridor. Tracking the Project infrastructure near this would require the new 400 kV overhead line to be routed along the eastern loop of the Emerging Preferred Corridor, circumnavigating Denby Village and converging with the corridor of the 132 kV overhead line north east of Smalley. From that point, routing</p>

Change requested	How National Grid considered and addressed the change request
<p>corridor of an existing 132 kV lattice pylon overhead line on the distribution network to the east of the Emerging Preferred Corridor.</p>	<p>would require deviating outside the Emerging Preferred Corridor for a distance of approximately 6 km before rejoining it south east of Stanley near a spur in the existing 132 kV overhead line.</p> <p>A comprehensive evaluation by a multi-disciplinary team (including technical, consents and environmental perspectives) found that should this change be taken forward, there would be a significantly increased geotechnical risk as a result of crossing an extensive area of historic landfill north of Stanley Common and would result in Project infrastructure being sited closer to an airfield (Park Hall Airstrip). This option would also result in impacts to a designated scheduled monument at Stanley monastic grange and significant tree removal on Woodland Trust owned land. As a result of this evaluation, this option has not been taken forward.</p>
<p>Suggestion for the Project to route west of Derby outside the Emerging Preferred Corridor to avoid Section 3.</p>	<p>During early options identification and selection, undertaken as part of the CPRSS, routing to the west of Derby was considered as part of corridors 1, 2 and 3. Routeing through Fláxholme and north of Quarndon (utilising the A38 corridor) or through Ambergate, Kedlestone and Kirk Langley would have resulted in impacts to the Derwent Valley Mills WHS. As a WHS this is afforded the highest level of protection under the NPSs, forming a significant constraint and together with other reasons was discounted at that stage of the Project. As set out within the CPRSS, other more viable corridors for routeing the Project infrastructure were identified to avoid this area of heritage significance and amenity. The findings of why this corridor / these sections were not taken forward as the Emerging Preferred Corridor, are detailed in full within the CPRSS, which was presented at Stage 1 consultation.</p>
<p>Suggest a more direct/straight route taken from Morley to Ockbrook.</p>	<p>Where possible, National Grid has sought to route the infrastructure in the most direct route in compliance with Holford Rule 3. The Emerging Preferred Corridor presented as part of the Stage 1 consultation broadly provides the most direct route for the Project factoring in environmental, socio-economic and technical features.</p> <p>In this location, a straighter alternative route would impact several features including Locko Park Grade II RPG, a number of woodlands (including areas of ancient woodland) and the built-up area of Ockbrook and associated heritage features (conservation area and listed buildings). As a result, this would not comply with Holford Rules 2 and 7, and National Planning Policy.</p>
<p>Suggestion for the Project to be routed further east into open countryside.</p>	<p>National Grid has explored the opportunity to route the Project further east in this Section. If the Project were to route further east, this would result in a longer and less direct route, which would be contrary to Holford Rule 3. It is also considered likely to have a greater impact on woodland, as well as impacting features such as Dale Hill Burial Ground.</p> <p>A western route has been taken forward as part of the Stage 2 consultation. This is considered to be more direct, requiring fewer angle towers, and provides an opportunity to reduce wirescape. Mitigation opportunities are also created by the proposed rationalisation in the west of this Section which is considered to be more aligned with Holford Rule 3. It is acknowledged that a western route creates potential conflict in regard to Holford Rule 2, given the interface with designated heritage assets. Whilst it is considered that routeing to the east would avoid small areas of high amenity value, this is outweighed by the implications of additional angle towers, less direct routeing and residential and environmental pinch points.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to be routed away from Locko Park estate (including Locko Preceptory).</p>	<p>Locko Park estate is located to the west of the Emerging Preferred Corridor presented at Stage 1 consultation. Routeing on the eastern edge of the Emerging Preferred Corridor, further away from Locko Park would bring the Project infrastructure closer to the settlement of Stanley and would require more indirect routeing with larger directional changes to bypass narrow areas between residential properties and buildings on the curtilage of the village. It would result in increased interaction with a number of surface water flood zones and flow paths associated with Stanley Brook. This would require mitigation requirements during both construction and operation. Additionally, it would bring Project infrastructure closer to the conservation area associated with Stanley Village, listed buildings and a designated scheduled monument associated with medieval ironworking remains at Stanley monastic grange, and a block of ancient woodland around Dale Hill Burial Ground.</p> <p>A more direct route from Morley to Ockbrook was considered during early options identification and selection as part of the CPRSS, and backchecked following feedback received during Stage 1 consultation. However, this would have resulted in conflict with the Holford Rules due to intersecting multiple constraints, including the Locko Park RPG, listed buildings, areas of designated ancient woodland, and Ockbrook’s built-up area further south. While the proposed route alignment maintains a relatively straight path consistent with Holford Rule 3, attempts to further reduce the number of angle towers would result in routeing through the Locko Park RPG, in direct conflict with National Planning Policy.</p> <p>The alignment taken forward for Stage 2 consultation is considered to provide a more direct route, whilst balancing the impacts on environmental features in the area, as well as using surrounding landscape and woodland around Locko Park to better screen the Project infrastructure.</p>
<p>Suggestion for the Project to avoid Hopwell Hall.</p>	<p>Hopwell Hall is situated to the east of the Emerging Preferred Corridor, as presented at Stage 1 consultation. National Grid has reviewed the viability of routeing to the east of Hopwell Hall, outside of the Emerging Preferred Corridor, and discounted this option based on the review by multi-disciplinary teams.</p> <p>The proposed route alignment runs east of Ockbrook and west of Hopwell within the Emerging Preferred Corridor utilising an area of lower lying landform and avoiding where practicable interactions with woodland and potentially an area of ancient woodland, together with priority habitats. Remaining to the west in this location also provides a more direct route in line with Holford Rule 3 and allows a crossing of the A52 to occur at a lower level than further east where the raised embankment and other roadside infrastructure, would have likely necessitated taller pylons to meet electrical clearance standards. It also allows for greater distance from Grade II listed buildings such as Manor Farm and Draycott House.</p> <p>Further information around factors influencing the decision-making process in this area can be found in Chapter 7 of the DDR.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to be routed alongside the A38 (west of Derby). Preference for the Project to follow the A38 in this Section.</p>	<p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>As assessed within the CPRSS, the option to utilise the A38 and route west of Derby was discounted as it would first require crossing the Derwent Valley Mills WHS which would not be in accordance with Holford Rule 1. Further information can be found in the CPRSS.</p>
<p>Suggest that the Project be routed between the A52 and A38 (urban area).</p>	<p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Routing along the A52 and A38 into the urban area of Derby would interact with built-up residential and commercial areas. This would require compulsory acquisition in order to site the infrastructure and would be contrary to Section 122 of the Planning Act 2008 and associated guidance where other routes are available.</p>

Change requested	How National Grid considered and addressed the change request
Suggestion for the existing overhead line through Broomfield College in Morley to be upgraded/reinforced instead.	This option was considered as part of the CPRSS study and was not progressed. This is because the existing overhead line, which runs west of Morley, crossing the A608 between Derby College - Broomfield Hall Campus and Lime Lane, uses 132 kV pylons. To use the existing line would require upgrading the 132 kV overhead line pylons to carry 400 kV rated circuits. It is not technically feasible to upgrade these lines to 400 kV given that the increased operating voltages required for transmission of electricity over longer distances necessitates greater external clearances to ground and surrounding infrastructure to ensure electrical safety, meaning larger pylon structures are needed. Larger conductors and fittings are also required to achieve 400 kV circuit ratings, resulting in bulkier pylon structures and foundations to withstand increased structural and environmental loadings.

Section 5: Ockbrook to Aston-on-Trent

4.1.12 **Table 4.5** below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 5: Ockbrook to Aston-on-Trent

Table 4.5: A summary of change requests relating to Section 5 and how National Grid has considered and addressed the change request

Change requested	How National Grid considered and addressed the change request
Community/Social Impact	
Suggestion that the Project avoids crematoriums and cemeteries in this Section.	National Grid takes a holistic approach to design, consenting and delivery of electricity infrastructure projects taking into account the engineering, environmental, socio-economic and cost factors. Socio-economic receptors including crematoriums and cemeteries have been considered as part of the design development, and we have actively sought to avoid direct impacts on these features whilst also having regard for other routeing features.
Cultural Heritage	
Suggestion to route the Project away from Elvaston Castle.	Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character). There were several suggestions to route away from Elvaston Castle, its RPG and associated heritage assets, within the Emerging Preferred Corridor to the south. The proposed route alignment tracks to the north of the Emerging

Change requested	How National Grid considered and addressed the change request
	<p>Preferred Corridor in order to avoid Elvaston Castle. Tracking north was preferable for a number of reasons including providing a more direct route, avoiding the need to cross the SRN twice, as well as avoiding various designations to the south of the A50 (including Aston brickyard plantation and associated woodland, historic landfill, and the built-up area of Aston-on-Trent).</p> <p>A more direct route between Ockbrook and Aston-on-Trent outside the EPC presented at Stage 1 consultation was analysed but presented multiple conflicts. Albeit favourable from a technical perspective, such routeing would involve siting the overhead line in closer proximity to residential areas on the curtilage of Borrowwash, and more fundamentally would also require passing through Elvaston Avenue, a tree-lined vista, and designed landscape feature of Elvaston Castle RPG, as well as potentially affecting its Grade I listed Church of St Bartholomew and the Grade II* listed Elvaston Castle itself. This would directly conflict with National Planning Policy and Holford Rule 2 (avoiding areas of the highest amenity). As a result, the proposed route alignment tracks east and south of Ambaston, driven by the need to avoid direct impacts to Grade II* listed Elvaston Castle, its RPG and associated heritage assets. Our overall decision on the proposed route alignment for the new overhead transmission line is presented within Chapter 7 of the DDR.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in a PEIR, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application.</p>
<p>Design</p> <p>Suggest routeing the Project to cross the A50 east of Derby spur and avoid the crematorium.</p>	<p>The proposed route alignment taken forward to Stage 2 consultation routes to the north of the Trent Valley Crematorium site and crosses the A6 in an area with flat topography. By contrast, alternative routeing closer to Aston-on-Trent would involve interaction with a constricted pinch-point directly east of the A50/A6 SRN junction. That area would also lead to increased impact on several sensitive receptors including the Aston Brickyard Plantation LNR and LWS, a historic landfill, a cemetery and a telecommunications mast.</p> <p>Further landscape and visual impacts would also arise if the alignment were shifted east of the A50. This includes the need for a taller pylon north of the A50 and increased tower height to meet safety clearances for an overbridge on Derby Road. Additionally, terrain to the south of the A50 rises steeply, meaning subsequent pylons along the route would be placed on a prominent ridgeline, increasing visual impacts.</p> <p>Bringing the overhead line route closer to Aston-on-Trent would also increase potential heritage impacts on its conservation area and listed buildings.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggest the Project avoid Aston-on-Trent and Thulston.</p>	<p>Avoiding both Aston-on-Trent and Thulston and keeping the routeing relatively central within the emerging alignment follows the most direct and feasible path, minimising directional changes and avoiding environmental, heritage and technical constraints, while keeping in accordance with National Planning Policy and the Holford Rules.</p> <p>Our overall decision on the proposed route alignment for the new overhead transmission line is presented within Chapter 7 of the DDR.</p>
<p>Suggest routeing the Project away from Ambaston Lane.</p>	<p>The request suggests routeing the Project away from Ambaston Lane which connects the villages of Thulston, Ambaston and Shardlow. Where connecting Thulston to Ambaston, the lane is located to the northernmost part of the Emerging Preferred Corridor. From Ambaston to Shardlow, the road bisects the entire width of the Emerging Preferred Corridor and therefore, the proposed infrastructure would need to cross it.</p> <p>The route, taken forward for Stage 2 consultation, crosses Ambaston Lane at the north of the Emerging Preferred Corridor primarily seeking to avoid extensive areas of historic landfill to the south east and associated potential for contamination risks which adds additional complexity to design and constructability. Moving the alignment further to the south would also move it closer to Ambaston Grange Farmhouse Grade II listed building and woodland planting. Established belts of intervening woodland and tree groups are present immediately to the east and south of Ambaston village, which is considered to afford an element of mitigation to reduce visual impact through screening the lower parts of the overhead pylons.</p>
<p>Suggest that the Project should be routed further south, following the River Trent.</p>	<p>Feedback received during Stage 1 consultation queried whether the Project infrastructure could be routed east and south of both Aston-on-Trent and Weston-on-Trent to follow the River Trent. Following careful consideration and multi-disciplinary assessment, the proposed route alignment which follows a more northerly direction is considered to provide the most optimal and balanced route for the Project. This routeing avoids constraints associated with the following features outside the Emerging Preferred Corridor to the east of Aston-on-Trent and Weston-on-Trent:</p> <ul style="list-style-type: none"> • more extensive Flood Zone 2 and 3 areas associated with the River Trent and Derwent confluence; • numerous waterbodies and riparian habitats; • presence of a large scheduled monument and historic landfill; • the Trent and Mersey Canal; • Shardlow Conservation Area; • greater interaction with the Castle Donnington railway line; and • interaction with two high voltage overhead lines, likely to require reconfiguration and system outages, which would impose wider impacts on the NETS which is otherwise avoidable. <p>Introduction of a third overhead line route into the same area would result in enhanced wirescape, conflicting with Holford Rule 6, which seeks to reduce visual clutter from multiple parallel lines.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion to route further east after crossing the River Derwent, to Shardlow Moor passing gravel works to the south.</p>	<p>A significant constraint in this area is the presence of extensive areas of historic landfill between the River Derwent and Shardlow. Complete avoidance of these areas is not possible due to other local constraints; however, interaction with the areas of historic landfill as well as flood zones will be minimised. The proposed route alignment results in approximately 500 m of the route including at least two towers and associated access falling within mapped historic landfill boundaries. An alternative route closer to Shardlow would intersect landfill areas for approximately 1.8 km, significantly increasing interaction and associated environmental risks. This constraint supports the rationale for locating Project infrastructure along the western side of the Emerging Preferred Corridor in this area, though complete avoidance of landfill sites is not feasible due to other environmental and technical constraints.</p> <p>The combination of landfill presence and surrounding Flood Zone 3 (high probability of flooding) increases the potential for contamination risks and adds additional complexity to design and constructability.</p> <p>Routeing the alignment further east would bring it closer to the Grade II listed Ambaston Grange Farmhouse, Shardlow Conservation Area and other heritage features including clusters of listed buildings. This reinforces that the proposed route around Ambaston achieves an optimal balance between Holford Rule 3 and Rule 7.</p>
<p>Suggestion to route the Project away from Draycott (east) and Borrowwash.</p>	<p>Borrowwash and Draycott are both located outside the Emerging Preferred Corridor to the west and east respectively, and the proposed route alignment appears to strike a balance by routeing broadly centrally between them within the Emerging Preferred Corridor to increase the distance to the surrounding settlements whilst maintaining the most direct route possible.</p>
<p>Suggestion to route the Project away from Shardlow/Suggestion to route to the west of Aston-on-Trent.</p>	<p>Requests were received to route the infrastructure away from both Shardlow and Aston-on-Trent. Considering they are both located to the south outside the Emerging Preferred Corridor they were considered together.</p> <p>A significant constraint in this area is the presence of extensive areas of historic landfill between the River Derwent and Shardlow. Complete avoidance of these areas is not possible due to other local constraints; however, interaction with the areas of historic landfill as well as flood zones will be minimised in line with best environmental practice. The proposed route alignment results in approximately 500 m of the route including at least two towers and associated access falling within mapped historic landfill boundaries. An alternative route closer to Shardlow would intersect landfill areas for approximately 1.8 km significantly increasing interaction and associated environmental risks. This constraint supports the rationale for locating Project infrastructure along the western side of the Emerging Preferred Corridor in this area, though complete avoidance of landfill sites is not feasible due to other environmental and technical constraints. The combination of landfill presence and surrounding Flood Zone 3 (high probability of flooding) increases the potential for contamination risks and adds additional complexity to design and constructability.</p> <p>Routeing the alignment further east would bring it closer to the Grade II listed Ambaston Grange Farmhouse, Shardlow Conservation Area and other heritage features including clusters of listed buildings. This reinforces that the proposed route around Ambaston achieves an optimal balance between Holford Rule 3 (directness) and Rule 7 (avoidance of settlements).</p>

Change requested	How National Grid considered and addressed the change request
Suggestion for the Project to be routed between Draycott and Borrowwash but also be routed away from Coppice Park estate.	The current Emerging Preferred Corridor accommodates the change request by routeing between the two villages of Draycott and Borrowwash and therefore away from Coppice Park estate. Routeing further east to entirely avoid the Coppice Park estate would result in a less direct route, requiring more angle towers, which is in conflict with Holford Rule 3 and has greater landscape and visual impacts. National Grid will seek to microsite the infrastructure to avoid areas of woodland in the area where practicable.
Suggestion for the Project to be routed between Ambaston village and Elvaston Country Park (to reduce multiple river crossings).	<p>The request proposes routeing the alignment between Elvaston Country Park and Ambaston village (which are located 2.3 km apart) to minimise and avoid multiple crossings of the River Trent. Ambaston and Elvaston Country Park are each located outside the Emerging Preferred Corridor to the west.</p> <p>This proposed routeing would encounter more varied and challenging terrain, with significant elevation changes, as well as involving oversailing the ‘tree-lined avenue’ associated with Elvaston Castle RPG, which is not compliant with the NPS. Additionally, the proposed routeing would still require crossing the River Trent. For these reasons, this request has not been found more appropriate than the proposed route alignment.</p>
Suggest that the Project is routed further south to Castle Donington (after following the M1).	National Grid explored the suggestion to route the Project further south. This could create negative impacts to communities of Stanton by Bridge, Weston-on-Trent, Aston-on-Trent and Castle Donington by creating a wirescape with two existing transmission overhead lines found running in a west to east direction in this area, which would conflict with Holford Rule 6. From a heritage perspective, these areas have a number of listed buildings, conservation areas and scheduled monuments. Furthermore, routeing further south is constrained by interactions with woodland, flood zones and the Trent and Mersey Canal. Avoiding these assets would result in a less direct route, which conflicts with Holford Rule 3. As such, there is a preference for the alignment to remain on the northern side of the Emerging Preferred Corridor for these reasons.
Suggestion for the Project to be routed alongside the A52.	<p>There were several suggestions stating a preference for the Project to follow existing motorways or roads in this Section. National Grid notes that following linear infrastructure is an established principle and had already been considered as part of the development of the graduated swathe presented at Stage 1 consultation.</p> <p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the</p>

Change requested	How National Grid considered and addressed the change request
	<p>combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting.</p> <p>As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Utilising existing motorways or road corridors was given consideration as described in the CPRSS and based on comments received in response to the Stage 1 consultation, a backcheck was undertaken as part of the design evolution. However, as with other areas of the country, the SRN has been a focus for development with many areas adjacent to the network already utilised for residential, industrial and commercial development, along with routeing existing overhead lines. Therefore, they are often constrained in terms of providing viable new routes for siting infrastructure. More details about the preliminary corridor options can be found in Chapter 6 of the CPRSS.</p> <p>Whilst appreciating the potential benefits of infrastructure being concentrated geographically, i.e. by routeing the Project near existing road infrastructure (in this instance the A52) we do not consider this to be feasible in this Section as the direction of travel of the A52 (west to east) conflicts with the direction of travel required for proposed infrastructure.</p>
<p>Suggestion for the Project to be routed west of Derby along A38, as this would be more cost effective.</p>	<p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment. Utilising existing motorways or road corridors such as the A38 was given consideration as described in the CPRSS and based on comments received in response to the Stage 1 consultation, a backcheck was undertaken as part of the design evolution. As assessed within the CPRSS, the option to utilise the A38 and route west of Derby would first require crossing the Derwent Valley Mills WHS, which is not in accordance with National Planning Policy and</p>

Change requested	How National Grid considered and addressed the change request
	<p>Holford Rule 1. Furthermore, were the proposed infrastructure to follow this existing road, it would interact with built-up areas, resulting in the requirement to undertake compulsory acquisition of a number of residential properties which would not provide a route to the Project end points. This would mean that the route would likely fail the relevant tests, as set out under Section 122 of the Planning Act 2008 and its associated guidance (related to procedure for the compulsory acquisition of land), when there are other routes available.</p>
<p>Suggestion that the Project should be routed alongside the M1 in this Section.</p>	<p>There were several suggestions stating a preference for the Project to follow the M1 in this Section. National Grid notes that following linear infrastructure is an established principle and had already been considered as part of the development of the graduated swathe presented at Stage 1 consultation. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Utilising existing motorways or road corridors, including the M1, was given consideration as described in the CPRSS and based on comments received in response to the Stage 1 consultation, a backcheck was undertaken as part of the design evolution. However, as with other areas of the country, the SRN has been a focus for development with many areas adjacent to the network already utilised for residential, industrial and commercial development, along with routeing existing overhead lines. Therefore, they are often constrained in terms of providing viable new routes for siting infrastructure. More details about the preliminary corridor options can be found in Chapter 6 of the CPRSS.</p> <p>Furthermore, the M1 is located approximately 3 km away at its closest point from the Emerging Preferred Corridor and graduated swathe presented in Section 5. Therefore, routeing alongside the M1 in this Section would result in a longer, more indirect route, contrary to Holford Rule 3.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion that underground cables are used for the entirety of this Section, or to avoid Draycott, Ambaston, Thulston, Shardlow and Aston-on-Trent.</p>	<p>NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that at particularly sensitive locations such as National Landscapes, there may be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Draycott, Ambaston, Thulston, Shardlow and Aston-on-Trent are not within a designated landscape and therefore this is insufficient to justify undergrounding. This route Section has a large area of flood zones associated with the River Derwent, an extensive area of historical landfill, multiple major crossings and local nature partnerships present. These features present additional complexity and risk to design, construction and the local environment, particularly for an undergrounding option given the more extensive intrusive earthworks and increased land take requirements. On that basis, in addition to the strong starting presumption for overhead lines for the Project, there would be local adverse implications associated with undergrounding.</p>
<p>Suggestion to route Project to the west of Ockbrook to follow existing pylons, instead of the proposed route to east.</p>	<p>As part of the design process, we sought to develop the most appropriate design, taking into account the engineering, environmental and socio-economic factors and cost. National Grid carefully considered the potential impacts of the Project at an early stage, considering alternative strategic proposals as well as alternative corridors. The findings and justifications for the selection of the Emerging Preferred Corridor in which the new overhead line are proposed to be routed, can be found in the CPRSS presented at the Stage 1 consultation.</p> <p>Feedback from Stage 1 consultation requested that the Project explore an alternative routing option following existing 132kV overhead line corridors west of Ockbrook. Although potentially offering a more direct route (reduction by circa 1.8 km), there are routing constraints present which impose technical and constructability limitations, in addition to environmental and socio-economic effects that render this unfeasible even if existing 132kV overhead lines were undergrounded. There are pinch-points between the settlements of Borrowash and Spondon due to the numerous residential properties and recreational areas (including Spondon Bowls Club) off the A6005 and further south near Alvaston which are not wide enough to accommodate construction of a new route alignment without oversailing them. Undergrounding of the 132 kV overhead line circuits would require directional drilling beneath property, the River Derwent and major roads such as the A6. The above, combined with restricted land take and access limitations in places due to close proximity of surrounding infrastructure, significantly increases both complexity and cost.</p>

Change requested	How National Grid considered and addressed the change request
Environmental Impact	
Suggestion for the Project to be routed west of Derby to mitigate the flood risk.	<p>With regard to this request to route the alignment west of Derby due to flood risk, a route west of Derby was primarily discounted as it would first require crossing the Derwent Valley Mills WHS which is afforded the highest level of protection and would therefore not be in compliance with National Planning Policy and Holford Rule 1.</p> <p>National Grid has sought, and will continue to seek, to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we will continue to refine the potential interactions through careful siting of infrastructure and pylons outside flood zones where practicable. Where avoidance is not practicable, the Flood Risk Assessment (FRA) that will be prepared in support of the EIA will identify any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project. We will continue to engage with the Environment Agency, Lead Local Flood Authority and all other relevant stakeholders on aspects relating to flooding to ensure that the development does not increase flood risk or exacerbate any existing drainage issues.</p>
Suggestion to route the Project away from Ambaston due to the existing flood risk and potential for additional infrastructure to adversely affect that.	<p>National Grid acknowledges that the Emerging Preferred Corridor passes along the eastern and southern side of Ambaston. In order to route further away from Ambaston, the alignment would need to be moved further east or south. Moving the alignment further to the east would move the alignment into more extensive areas of historical landfilling and a greater extent of flood plain, which increases the potential for contamination risks and adds additional complexity to design and constructability. Moving the alignment further to the south would also move it closer to Ambaston Grange Farmhouse Grade II listed building and woodland planting. Furthermore, the proposed route alignment tracks east and south of Ambaston, driven by the need to avoid direct impacts to Grade II* listed Elvaston Castle, its RPG and associated heritage assets. The additional complexity to design and constructability supports the rationale for routeing closer to Ambaston to minimise interaction as far as practicable and maintaining a more direct route for the Project with fewer angle pylons for directional change.</p> <p>National Grid has sought, and will continue to seek, to reduce the impact on areas prone to flooding through the routeing and siting exercise. In parts of the Project where flood zones are extensive and cannot be wholly avoided, the new Project infrastructure will be subject to a detailed flood risk assessment which will characterise flood conditions (extents, depths, frequencies). This information will inform the design, to ensure it complies with policy requirements, and that the Project is safe from flooding. In addition, to the satisfaction of the Environment Agency, the FRA will identify any mitigation measures necessary to ensure that the Project does not cause any increase in flood risk to neighbouring lands. The results of our initial assessments are presented in the PEIR during our Stage 2 consultation before being further refined and presented in an ES which will form part of the eventual DCO application.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion to route the Project away from Ambaston due to pollution risk from landfill sites.</p>	<p>National Grid acknowledges that the Emerging Preferred Corridor passes along the eastern and southern side of Ambaston. In order to route further away from Ambaston, the alignment would need to be moved further east and south.</p> <p>Moving the alignment further to the east would move it into more extensive areas of historical landfilling and a greater extent of flood plain, which increases the potential for contamination risks. Moving the alignment further south would also move the alignment closer to Ambaston Grange Farmhouse Grade II listed building and woodland. Furthermore, the proposed route alignment tracks east and south of Ambaston driven by the need to avoid direct impacts to Grade II* listed Elvaston Castle, its RPG and associated heritage assets. The additional complexity to design and constructability supports the rationale for routeing closer to Ambaston to minimise interaction as far as practicable and maintaining a more direct route for the Project with fewer angle pylons for directional change.</p> <p>National Grid also explored the option to move the alignment further west to completely avoid the historic landfills, however, this would result in having to cross the River Derwent twice, together with routeing closer to the eastern edge of Ambaston. As such, it is considered that the proposed route alignment finds a balance between technical, socio-economic, environmental and cost implications in this area. Our overall decision on the proposed route alignment for the new overhead transmission line is presented within Chapter 7 of the DDR during our Stage 2 consultation.</p> <p>The Project has been designed to take into account the locations of historical and current landfill sites and these have been avoided wherever possible during the design process, to prevent ground disturbance within proximity to these features and reduce mobilisation of contamination. A review of potentially contaminative previous and current land uses has been undertaken within the PEIR Chapter 10, to establish whether contamination is expected in areas of ground disturbance for the Project and allow incorporation of suitable control measures to prevent disturbance/migration of such contamination.</p> <p>National Grid will work closely with the Environment Agency to ensure that the Project fully assesses any potential environmental impacts associated with historic landfills and sites regulated by the Environment Agency.</p>
<p>Planning</p>	
<p>Consider interaction with the Derby and Sandiacre Canal Trust restoration project.</p>	<p>This restoration project relates to a linear project, with there being two locations at which the proposed infrastructure will cross. These interfaces occur between Draycott and Borrowash, and south of the A50 near Chellaston at Swarkestone Lock on the Trent and Mersey Canal, south of Derby. National Grid has engaged with and is working with the Derby to Sandiacre Canal Trust as well as the Canal and River Trust during design development to minimise impact on this restoration project with the aim of ensuring that both schemes may be delivered with provision to allow effective construction, operation and maintenance of the respective infrastructure.</p>

Section 6: Aston-on-Trent to Willington substation

4.1.13 **Table 4.6** below provides a summary of the key changes identified in response to Stage 1 consultation with regard to Section 6: Aston-on-Trent to Willington substation.

Table 4.6: A summary of change requests relating to Section 6 and how National Grid has considered and addressed the change request

Change requested	How National Grid considered and addressed the change request
Agricultural	
Concern about negative impact on farming operations/reduction in agricultural land.	<p>There were several concerns raised regarding the impact of the Project on farming operations or concerns about potential reductions in agricultural land, with particular references made to Rectory Farm.</p> <p>As outlined in the ‘Summary of Matters Raised’ (Table 3.1) National Grid recognises that there is the potential for impacts on agricultural land and operations. We look to limit the impact on agricultural land through careful and considered routeing and siting of infrastructure and through consultation with affected landowners. We are and will continue to work with all landowners who may be affected by the proposals, to understand the impacts on their operations and to work with them as the Project is developed. We will seek to continue to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Where any land damage or general disturbance is experienced, we will compensate for those losses on production of evidence.</p> <p>The quality of agricultural land affected will be fully assessed through the completion of detailed Agricultural Land Classification surveys. The ES will report on the extent of land at each grade affected temporarily and permanently, and mitigation will be set out in relation to the implementation of good practice in soil handling and land reinstatement.</p>
Suggestion for the Project to be routed away from Arleston House Farm.	<p>Arleston House Farm is understood to comprise a collection of buildings, including a Grade II listed building, adjacent to (and forming part of) the Trent and Mersey Canal Conservation Area. To route away from Arleston House Farm would require moving the alignment either further north or south. Moving the alignment further north is likely to impact residential properties and farm buildings in the north of the Emerging Preferred Corridor, including Arleston Farm beyond which sufficient clearance distances to the A50 as part of the SRN would be difficult. Routing to the north of the A50 would be outside of the Emerging Preferred Corridor in this location as would have resulted in a need for at least two major crossings of this road, introducing multiple angle towers and temporary scaffold structures. It would also result in interaction with the Infinity Garden development, which was highlighted by South</p>

Change requested	How National Grid considered and addressed the change request
	<p>Derbyshire District Council and Derbyshire County Council as an important strategic allocation in this area. The proposed route alignment does route to the south of this feature, approximately 350 m away.</p> <p>Moving further south would result in a directional change of additional length to avoid the village of Twyford. This would also result in greater proximity to the River Trent and associated extensive areas of Flood Zones 2 and 3 which present challenges in terms of construction, operation, and long-term maintenance of overhead infrastructure, as well as increasing risks related to water environment impacts. Additionally, wirescape would be increased due to the presence of existing 400 kV overhead lines which enter the existing Willington substation from the south.</p> <p>Further information on our overall decision on the proposed route alignment for the new overhead transmission line is presented within Chapter 7 of the DDR during our Stage 2 consultation.</p>

Cultural Heritage

Consideration of the Trent and Mersey Canal as an important historic feature in this Section.

Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).

It is noted that the Trent and Mersey Canal forms a linear feature along the entirety of Section 6 which is a designated heritage feature, as a conservation area with various listed buildings and locks and canal bridges. The Trent and Mersey Canal has been considered in the design evolution of the Project. The proposed overhead line would cross the canal at a single point, with the canal protected through the set back of the pylons to either side, as well as the erection of temporary scaffolding protection to facilitate the overhead line stringing works during the construction phase. Further information on our overall decision on the proposed route alignment for the new overhead transmission line is presented within **Chapter 7** of the **DDR** during our Stage 2 consultation.

The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible. The results of the initial assessments are being presented in a **PEIR**, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application. Additionally, engagement will continue with the Canal and River Trust.

Change requested	How National Grid considered and addressed the change request
<p>Preference for the Project to route away from Swarkestone Hall Ruins, Pavilion, Parkland and the Causeway and Bridge.</p>	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce potential impacts on the historic environment and heritage assets, including listed buildings, conservation areas, scheduled monuments, archaeological remains and areas of special historic landscape interest (or historic landscape character).</p> <p>In the decision making in this Section, National Grid has had cognisance of the various heritage assets including Swarkestone Hall Ruins, Pavilion, Parkland and the Causeway and Bridge. These features are located to the south of the Emerging Preferred Corridor which is designed to avoid such sensitive receptors as far as practicable, in accordance with the Holford Rules. In developing the proposed route alignment in this area, there are various features present which have influenced routeing including the aforementioned heritage assets, the Trent and Mersey Canal Conservation Area, various listed buildings, scheduled monuments, the railway line and the A50 together with extensive flood zones associated with the River Trent. Following careful consideration and multi-disciplinary assessment, the proposed route alignment which follows a more northerly direction, seeking to parallel to the existing A50 infrastructure where practicable is considered to provide the most optimal and balanced route for the Project. Further information on the decision making in this Section presented within Chapter 7 of the DDR during our Stage 2 consultation.</p> <p>The Project will be undertaking a Cultural Heritage assessment as part of its EIA, which will assess the impacts of the Project on heritage assets, their setting and the contribution that setting makes to their significance. Should any impacts occur, we will explore a range of mitigation measures, through route selection, embedded design and careful siting, as well as other appropriate mitigation measures and techniques, to reduce these impacts where possible and feasible. The results of the initial assessments are being presented in the PEIR, Chapter 8 Historic Environment, including Swarkestone Hall Ruins, Pavilion, Parkland and the Causeway and Bridge, during our Stage 2 consultation before being refined and submitted in an ES which will form part of the eventual DCO application. Additionally, engagement will continue with relevant stakeholders including Derbyshire County Council and Historic England.</p>
<p>Design</p>	<p>Weston-on-Trent is located outside of the Emerging Preferred Corridor presented at the Stage 1 consultation.</p> <p>The area surrounding Weston-on-Trent presents a complex array of technical and environmental constraints that were carefully considered during the development of the proposed Emerging Preferred Corridor presented at Stage 1 consultation. The proposed route alignment is over 1 km from the village, situated immediately south of the A50, to utilise the existing infrastructure corridor, thereby minimising environmental impacts and maintaining constructability.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion for the Project to be routed away from Willington canals and Mercia Marina/Suggestion for the Project to be routed away from Cardales Meadow.</p>	<p>Willington Substation is located south of Mercia Marina and the canal network around Willington. Cardales Meadow is located to the north of the Willington Substation, separated by the A50.</p> <p>Routeing closer to Mercia Marina and entering Willington Substation from the north would pose increased design and constructability challenges including more indirect routeing with larger directional changes, multiple major crossings, pinch-points and greater interactions with several existing 132 kV overhead lines on the distribution network, likely necessitating complex diversionary works. Further environmental constraints are present on the north side of the Midland Main Line railway including historic landfill, LWS and areas of local amenity. Routeing closer to Findern would also likely impose more adverse landscape and visual impacts through enhanced wirescape, due to an increased concentration of electricity infrastructure within the area.</p> <p>The proposed route alignment routeing into Willington located to the south side of the railway removes these interactions and routes away from Cardales Meadow.</p>
<p>Suggestion for the Project to be routed to the south of the Trent and Mersey Canal (through open fields at Swarkestone).</p>	<p>A balance must be found in this area between avoiding harmful impacts on residential amenity, the Trent and Mersey Canal (and its associated conservation area), a number of listed buildings in the area and the Swarkestone Lows Scheduled Monument. The proposed route alignment routes through open fields but does stay north of the canal to avoid multiple crossings of this asset while seeking to avoid impacts on other named features in this area. This provides a more direct path to Willington Substation with fewer directional changes, better aligning with the Holford Rules.</p>
<p>Suggestion for the Project to be routed away from proposed battery storage schemes.</p>	<p>During the development and consenting of electricity infrastructure projects, National Grid tracks the status of live and proposed planning applications, factoring them into routeing and siting decisions. The proposed route alignment avoids direct impact on known proposed development sites throughout the route, including in the vicinity of Willington substation.</p>
<p>To consider routeing north of the A50 to avoid Swarkestone Lows Scheduled Monument.</p>	<p>Routeing closer to the A50 corridor over a longer distance and oversailing the Swarkestone Lows Scheduled Monument was considered, however, it has potential to result in adverse impacts to the heritage asset from construction and Project infrastructure. From a design and constructability perspective, routeing south of the A50 provides a more direct path to the Willington Substation, with fewer directional changes. By contrast, routeing to the north of the A50, which forms part of the SRN, would require at least two major crossings within 1.2 km, introducing multiple angle towers and temporary scaffold structures. It would also result in interaction with the Infinity Garden Village development, which has been highlighted by the South Derbyshire District Council and Derbyshire County Council as an important strategic allocation in this area. Furthermore, construction access over the A50 is not feasible; and as such, routeing back and forth across the SRN would fragment access, routeing traffic through nearby settlements, increasing community disruption, in addition to landscape and visual impacts during construction.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggestion to use existing infrastructure along the Trent Valley up to Castle Donington.</p>	<p>It is understood that this request relates to running the proposed infrastructure closer or in parallel to existing overhead lines along the southern part of the Emerging Preferred Corridor, exiting from Willington. National Grid explored the option to run closer to the existing overhead line along the southern part of the Emerging Preferred Corridor, however, it was considered that this could create negative impacts to communities of Stanton by Bridge, Weston-on-Trent, Aston-on-Trent and Castle Donington by creating a wirescape, given there are two existing transmission overhead lines in this area, which conflicts with Holford Rule 6 seeking to ‘avoid a concentration of “wirescape”’. From a heritage perspective, these areas have a number of listed buildings, conservation areas and scheduled monuments. The proposed route alignment avoids these features and offers the optimal balance.</p> <p>Routeing closer to Swarkestone would likely increase visual and socio-economic impacts on the settlement. This would also require multiple crossings of the Trent and Mersey Canal and railway line, introducing additional directional changes, taller pylon structures for clearance as well as impacting the conservation area.</p>
<p>Suggestion for the route to enter Willington Substation from the east.</p>	<p>The proposed route alignment approaches the Willington Substation from the east, as this ensures a logical and efficient connection into the substation. Furthermore, an alternative alignment with an approach from the south would involve greater directional changes near the substation and a less optimal technical layout.</p>
<p>Underground cables to be used for the entirety of Aston-on-Trent to Willington.</p>	<p>NPS EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that at particularly sensitive locations such as National Landscapes, there may be potential adverse landscape and visual impacts of an overhead line which may make it unacceptable in planning terms, taking account of the specific local environment and context. Aston-on-Trent is not within a designated landscape and therefore this is insufficient to justify undergrounding. This Section of the route contains existing linear infrastructure including the Trent and Mersey Canal, the A50 (SRN), other local roads, a railway line, and existing overhead lines. Various environmental constraints are also present which impact routeing including extensive flood zones associated with the River Trent, numerous listed buildings and bridges, conservation areas and three scheduled monuments. Although acknowledged as technically feasible from an engineering perspective, undergrounding the Project infrastructure is not considered favourable given it would introduce significant complexity, constructability challenges and risk to Project delivery. Underground cables inherently involve more extensive earthworks, resulting in larger land takes and often greater environmental impacts during the construction phase, meaning the implications of undergrounding exceed and outweigh the implications of the overhead line option in this Section.</p> <p>Further to this, in accordance with accepted best practice design guidance outlined in the Holford Rules, NPS EN-5 states that overhead lines should be the strong starting presumption for electricity network developments, unless they cross a designated landscape.</p>

Change requested	How National Grid considered and addressed the change request
<p>Suggest that the Project should run closer to/in parallel to the existing overhead lines.</p>	<p>It is understood that this request relates to running the proposed infrastructure closer, or in parallel to the existing 400 kV overhead lines that are found in Section 6 exiting from the existing 400 kV substation at Willington and generally route towards Ratcliffe-on-Soar.</p> <p>However, there are several constraints associated with this proposed amendment, which include settlements, scheduled monuments, historic landfills and sites associated with the tarmac/gravel industry. These may be avoidable if following the existing 400 kV route. The meandering River Trent would, however, require several crossings and the route would also pass through the associated Flood Zones 2 and 3.</p> <p>Running further east outside the Emerging Preferred Corridor, the impact of introducing another overhead line within proximity to Swarkestone Bridge Scheduled Monument (and listed heritage asset) and Stanton by Bridge would need consideration as it is likely to result in wirescape - particularly given it is relatively flat here. The introduction of another overhead line to this area of Section 6 has therefore been found to result in harmful landscape and visual impacts.</p> <p>Routeing or paralleling with the existing 400 kVs would also result in a less direct line which is contrary to Holford Rule 3.</p> <p>Due to the reasons outlined, there is a preference for the alignment to remain on the northern side of the Emerging Preferred Corridor which will not route near or parallel to existing overhead lines.</p>
<p>Updates should be undertaken to the SOR showing potential and actual links into Derby and development sites including SmartParc and the Infinity Park.</p>	<p>The National Electricity System Operator (NESO) operates the transmission network across Great Britain. NESO manage the network, ensuring the right amount of energy gets to where it is needed. It is entirely separate from National Grid Electricity Transmission (which owns, builds and maintains the transmission network).</p> <p>National Grid must be able to connect new generators (of electricity) and at the same time ensure the transmission system meets performance and security standards set out in the National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS). This means that where the boundary capacity of the NETS is exceeded against the SQSS, National Grid must resolve the capacity shortfall. This is known as "boundary reinforcement" and for the Project relates specifically to a boundary called B8. Boundaries split the system into two parts, crossing critical circuit paths that carry power between areas and where power flow limitations may be encountered. Boundaries help identify regions where reinforcement is most needed by enabling analysis of power transfers between separated areas.</p> <p>Additional connections may be required to the distribution network (132 kV and below) to serve local businesses and homes, which includes new developments proposed at Derby including SmartParc and the Infinity Park. Transmission electricity (275 kV and above) from the Project must be 'stepped down' via supergrid transformers to connect into the distribution network via adjacent 132 kV substations at the existing Willington substation and proposed Chesterfield substation.</p>

Change requested	How National Grid considered and addressed the change request
	<p>The need to provide significant additional boundary capability, coupled with the requirement to provide connections for new generators as well as additional connections to the distribution network, have altogether resulted in options being assessed to meet all these requirements with the most efficient network improvements. Further details can be found in the SOR and SOR Update.</p>
<p>Ecology and Biodiversity</p>	
<p>Suggestion for the Project to be routed away from Stanhope Wood Community Woodland.</p>	<p>National Grid notes that Stanhope Wood Community Woodland is within the Emerging Preferred Corridor presented during the Stage 1 consultation. National Grid has considered this request during routeing and siting of the Project infrastructure to avoid impact on Stanhope Wood Community Woodland alongside adjacent receptors including Cardales Meadow, Stanhope Conservation Area, HPI and LWS.</p> <p>Routeing away from Stanhope Wood Community Woodland would mean entering Willington Substation from the north. This would pose increased design and constructability challenges including more indirect routeing with larger directional changes, multiple major crossings, pinch-points and greater interactions with several existing 132 kV overhead lines on the distribution network likely necessitating complex diversionary works. Further environmental constraints are present on the north side of the Midland Main Line railway including historic landfill, LWS, and areas of local amenity. Routeing closer to Findern would also likely impose more adverse landscape and visual impacts through enhanced ‘wirescape’ due to an increased concentration of electricity infrastructure within the area.</p> <p>Although the alignment has not been located further away from the woodland, impacts to this are not anticipated.</p>
<p>Suggest the Project be routed alongside the M1.</p>	<p>There were several suggestions stating a preference for the Project to follow existing motorways or roads. National Grid notes that following linear infrastructure is an established principle and had already been considered as part of the development of the Emerging Preferred Corridor presented at Stage 1 consultation. While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure.</p> <p>There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from</p>

Change requested	How National Grid considered and addressed the change request
	<p>multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>Utilising the M1 corridor was given consideration as described in the CPRSS, however, based on comments received in response to the Stage 1 consultation, a backcheck was undertaken as part of the design evolution. As with other areas of the country, the SRN has been a focus for development with many areas adjacent to the network already utilised for residential, industrial and commercial development, along with routeing existing overhead lines. Therefore, they are often constrained in terms of providing viable new routes for siting infrastructure.</p> <p>Following the M1 would not allow for the proposed end point at Willington Substation. To overcome these and other constraints, the Project would have a considerably greater length and impact on numerous residential and commercial uses. Therefore, following the M1 would not offer an economic or efficient solution.</p> <p>More details about the preliminary corridor options can be found in Chapter 6 of the CPRSS.</p>
<p>Suggested that overhead lines should enter from the north and follow the A50, with preferences to avoid crossing floodplains and building through local villages, which could occur with a southern entry.</p>	<p>While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling along the entirety of the route will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economical and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which can often impact or impede routeing and siting of new electricity transmission infrastructure. There are also some locations where the combination of existing physical and environmental features (associated railway and road infrastructure, commercial and residential property, environmental designations including woodland) present substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with the proposed route alignment.</p> <p>The proposed route alignment has sought to utilise the existing A50 corridor for a significant distance within this Section where not constraint by features.</p> <p>Routeing closer to the A50 corridor over a longer distance and oversailing the Swarkestone Lows Scheduled Monument was considered, however, it would result in adverse impacts to this heritage assets from construction and Project infrastructure. From a design and constructability perspective, routeing south of the A50, which forms part of the SRN, provides a more direct path to the Willington Substation, with fewer directional changes. By contrast, routeing to the north of the A50 would require at least two major crossings within 1.2 km, introducing multiple angle towers and temporary scaffold structures. It would also result in interaction with the Infinity Garden</p>

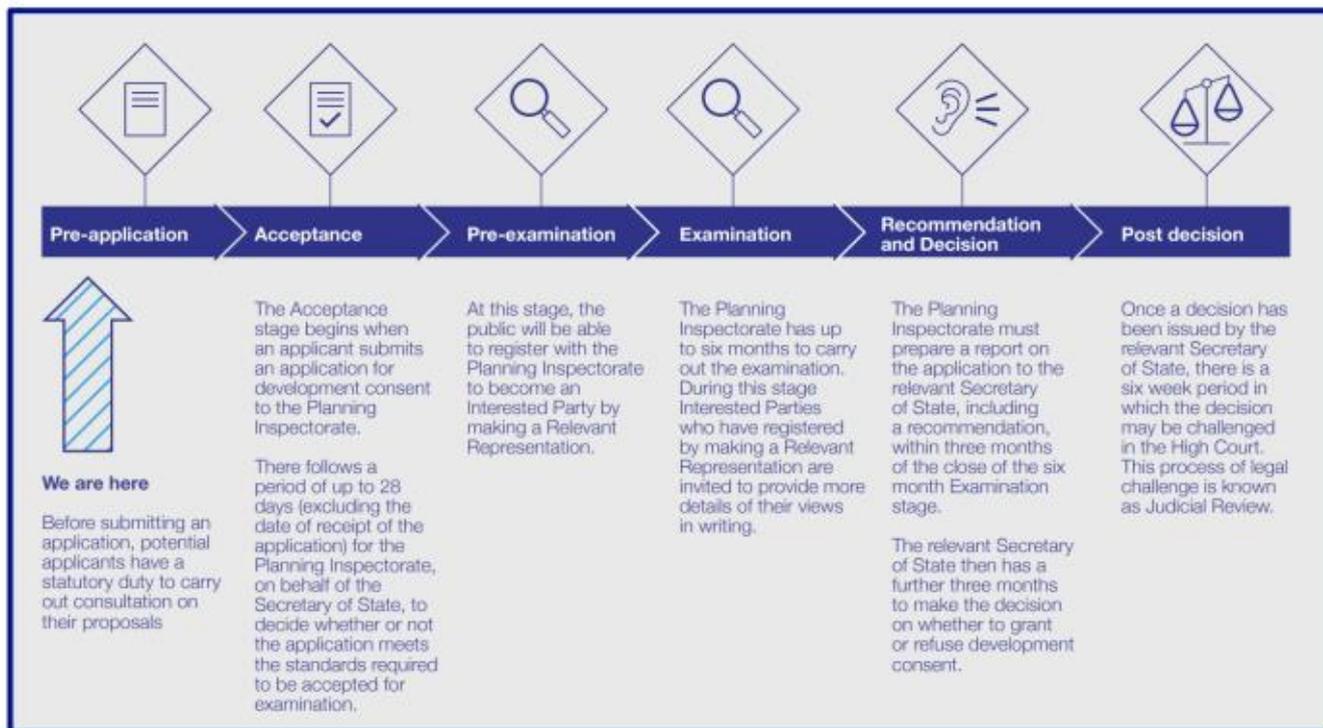
Change requested	How National Grid considered and addressed the change request
Consider bird collision risk around crossings of the Trent and Mersey Canal.	<p>Village development, which has been highlighted by the South Derbyshire District Council as an important strategic. Furthermore, construction access over the A50 is not feasible; as such, routeing back and forth across the SRN would fragment access, routeing traffic through nearby settlements, increasing community disruption.</p> <p>The Trent and Mersey Canal and its associated conservation area traverses the majority of the route in this Section, in parallel with the Castle Donington railway line. Therefore, a crossing over the canal is required for the new overhead line to reach (and terminate at) Willington Substation.</p> <p>The EIA for the Project will be supported and informed by a suite of ecological surveys, the findings of which will inform the design and latterly the approach to mitigation. We are working closely with the relevant statutory bodies, including Natural England and the Environment Agency.</p>
Consideration of the Trent and Mersey Canal as an important ecological feature in this Section.	<p>Through routeing and siting, National Grid has sought, and will continue as far as practicable, to reduce impacts on the environment, in accordance with the NPS with regard to the natural environment. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.</p> <p>The Trent and Mersey Canal and it's associated ecological features have been considered in the design evolution of the Project, including survey work being undertaken along and in proximity to this. The proposed overhead line would cross the canal at a single point, with the canal protected through the set back of the pylons to either side, as well as the erection of temporary scaffolding protection to facilitate the overhead line stringing works during the construction phase.</p> <p>National Grid is undertaking an EIA for the Project. The results of this assessment will be provided in the ES that will accompany the DCO application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. We will continue to engage with relevant stakeholders including (but not limited to) the Canal and River Trust, Natural England and LPAs. Additionally, further environmental survey work, together with the feedback from Stage 1 and Stage 2 consultation will shape the proposals which will be detailed in the ES.</p>
Planning	
Consider interaction with the Derby and Sandiacre Canal Trust restoration project.	<p>This restoration project relates to a linear project, with there being two locations at which the proposed infrastructure will cross. These interfaces occur between Draycott and Borrowash, and south of the A50 near Chellaston at Swarkestone Lock on the Trent and Mersey Canal, south of Derby. National Grid has engaged with and is working with the Derby to Sandiacre Canal Trust as well as the Canal and River Trust during design development to minimise impact on this restoration project with the aim of ensuring that both schemes may be delivered with provision to allow effective construction, operation and maintenance of the respective infrastructure.</p>

Change requested	How National Grid considered and addressed the change request
Suggestion to avoid Milton Water Works.	<p>This facility relates to a wastewater treatment plant in Repton which is located outside of the Emerging Preferred Corridor presented at the Stage 1 consultation. Notwithstanding this it is understood that there is a potable water abstraction point from the River Trent connecting to the facility which fell within the Emerging Preferred Corridor. National Grid has further developed the design and the proposed route alignment has avoided this. Discussions are ongoing with the Environment Agency.</p>
Aware of new pedestrian bridge required at the A50/A6 interchange	<p>During the development and consenting of electricity infrastructure projects, National Grid tracks the status of live and proposed planning applications, factoring them into routing and siting decisions.</p> <p>It is understood that a pedestrian bridge is to be delivered via a S106 agreement north of the A6/A50 interchange via an outline planning application approved in 2009 (ref. 9/2005/0611) to connect housing developments in Boulton Moor. The proposed route alignment is located over 400 m south of where this bridge is understood to be located.</p> <p>No information is available for the construction programme of this bridge however dialogue will continue with relevant stakeholders so that were this to align with the Project, both schemes may be delivered with provision to allow effective construction, operation and maintenance of the respective infrastructure. Additionally, we will work closely with other developers where there may be a cumulative impact to ensure that we understand their proposals so that these can be considered in our own assessment.</p>

5. Next steps

- 5.1.1 The information presented at Stage 1 consultation is published on the Project website and is available in the online document library.
- 5.1.2 This report details feedback received from the Stage 1 consultation and how this has informed and shaped the proposals to be presented at Stage 2 consultation.
- 5.1.3 The Project meets the criteria of a Nationally Significant Infrastructure Project and therefore a Development Consent Order (DCO) application is required under the Planning Act 2008. The Planning Act 2008 requires applicants to undertake statutory consultation on the Project proposals in advance of submitting the DCO application, which provides those with an interest in the Project, including local authorities, statutory consultees, people with an interest in the land affected, and the local community to provide feedback on the proposed Project.
- 5.1.4 The DCO process is shown in **Image 5.1**. Following the Stage 2 consultation we will prepare the DCO application, which we intend to submit to the Planning Inspectorate in 2027. The Secretary of State for Energy Security and Net Zero will make a decision on whether to grant or refuse the DCO application. This will follow an examination managed by the Planning Inspectorate and a recommendation made by an appointed examining authority. This process typically takes around 18 months. For more information, visit the Planning Inspectorate website at <https://www.gov.uk/government/organisations/planning-inspectorate>.
- 5.1.5 A Consultation Report detailing all consultation stages will be prepared and submitted as part of the DCO application. The report will include details of all stages of consultation undertaken and how National Grid has had regard to feedback.
- 5.1.6 The Project team will be required to carry out formal Environmental Impact Assessment work and undertake surveys along the route. In November 2024, a Scoping Report was submitted to accompany a request for a Scoping Opinion from the Planning Inspectorate. The Scoping Opinion (received 11 December 2024) will inform the scope of these formal assessments for the Project. The initial findings of the formal assessments will be presented in a **Preliminary Environmental Information Report** at the Stage 2 consultation.

Image 5.1: The DCO process



Appendix A. Public Consultation Strategy

Appendix A

Public Consultation Strategy

A.1 Public Consultation Strategy Document

The Great Grid Upgrade

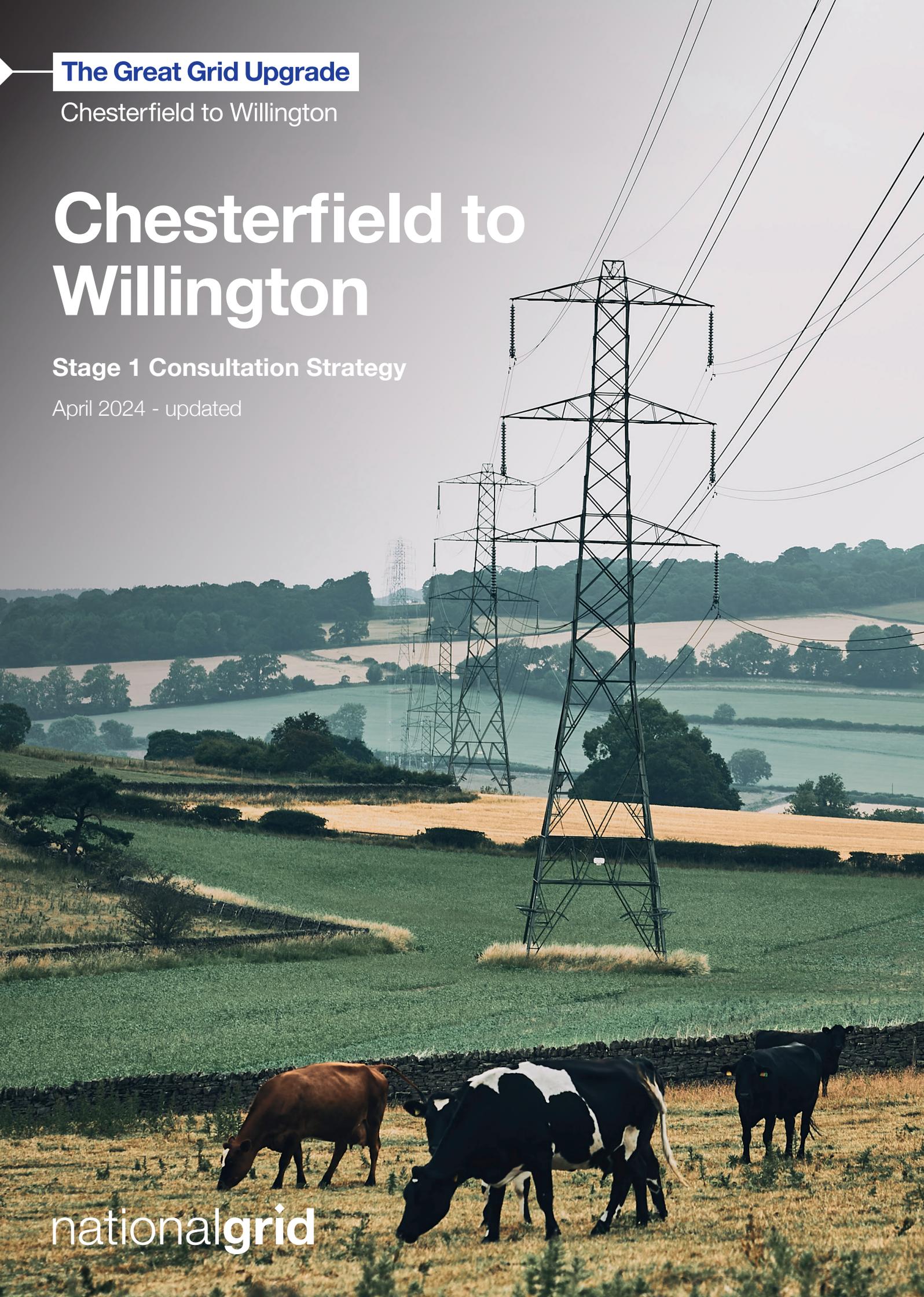
Chesterfield to Willington

Chesterfield to Willington

Stage 1 Consultation Strategy

April 2024 - updated

nationalgrid



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1. Introduction

The way we generate electricity in the UK is changing rapidly, and we're transitioning to greener and more secure sources of energy like new offshore windfarms. We're presenting plans in your local area to help that transition and make sure the grid is ready. These proposals are part of The Great Grid Upgrade, the largest overhaul of the grid in generations.

This document outlines how National Grid Electricity Transmission plc (NGET) intends to carry out pre-application Stage 1 (non-statutory) consultation from 14 May to 17 September 2024 on proposals to provide additional network capability between Chesterfield and Willington in Derbyshire.

The UK already has 13.6 gigawatts (GW) of offshore wind energy in operation. The Government's recent British Energy Security Strategy outlines the ambition to increase energy from offshore wind to 50 GW by 2030 – more than enough to power every home in the UK.

Our proposals – referred to as 'Chesterfield to Willington' – 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, to allow clean green energy to be carried on the network.

National Grid Electricity Transmission (NGET) proposes to build a new high voltage overhead electricity transmission line and associated works between a new substation in Chesterfield (which is being proposed as part of the National Grid Brinsworth to High Marnham project) and an existing substation in Willington to help carry much-needed power between the north of England and Scotland into the Midlands.

We anticipate holding a second (statutory) stage of consultation in 2025, which we'll prepare a Statement of Community Consultation (SoCC) for, outlining our approach to consultation. The content of the SoCC will build on this Stage 1 consultation approach which will be discussed with representatives of the relevant local planning authorities and finalised ahead of the formal stage of consultation on the SoCC, as per Section 47 of the Planning Act 2008.

June 2024 Update

In light of the General Election announcement, we have extended this Stage 1 consultation to ensure that local communities and their representatives are able to share their views beyond the original consultation dates, which were due to fall within the ongoing pre-election period. This will provide people with even more time to share their feedback.

Taking into account the focus of local authorities and other statutory stakeholders on election planning, we have also rearranged our consultation events to take place later in July. This will ensure that local representatives, including newly elected MPs, can participate in our consultation.

This Consultation Strategy supersedes the April 2024 strategy and includes details of the updated consultation dates and events.

2. National Grid – what we do in the UK

National Grid sits at the heart of Britain’s energy system, connecting millions of people and businesses to the energy they use every day.

We bring energy to life – in the heat, light and power we bring to our customer’s homes and businesses; in the way that we support our communities and help them to grow; and in the way we show up in the world.

It’s our vision to be at the heart of a clean, fair and affordable energy future. We believe that by acting now, the UK can become the world’s first major clean economy, with net zero carbon emissions by 2050, to create growth and jobs for communities across Britain.

National Grid Electricity Transmission (NGET) owns, builds and maintains the transmission network in England and Wales. It’s NGET that’s developing the proposals for the Chesterfield to Willington project.

National Grid ESO is the Electricity System Operator (ESO) operates the transmission network across Great Britain, including the networks in Scotland owned by Scottish Power Transmission and Scottish and Southern Electricity Networks.

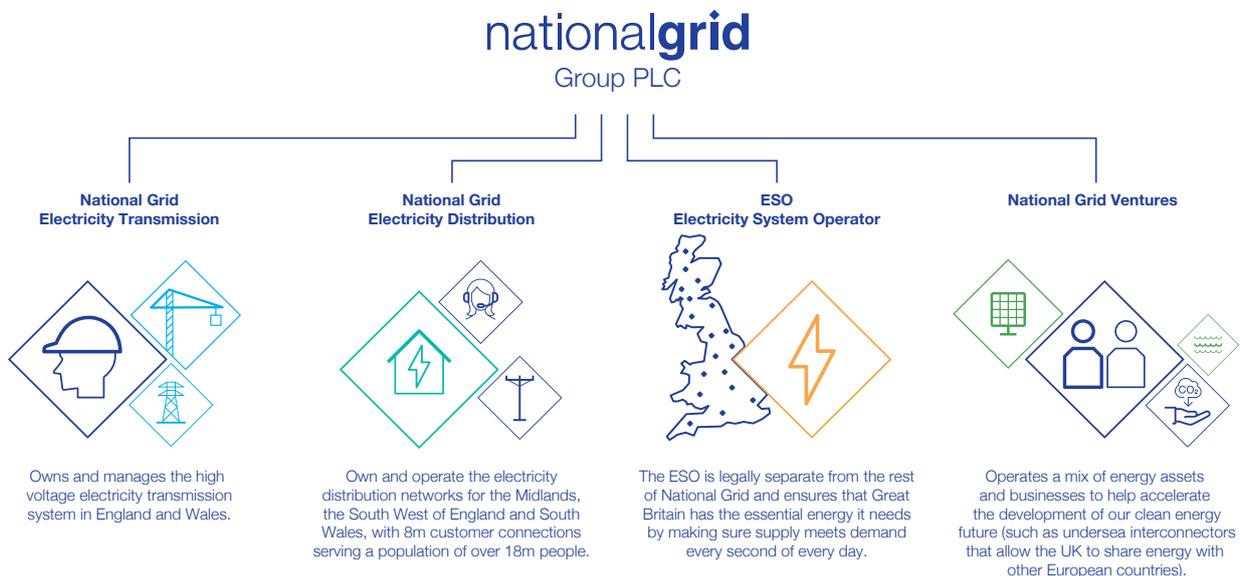
National Grid ESO also plans future network requirements, ensuring the right amount of energy is where it’s needed. It’s entirely separate from National Grid Electricity Transmission.

National Grid Ventures sits outside the above businesses and invests in technologies and partnerships that help accelerate our move to a clean energy future. That includes interconnectors to connect the UK with countries across the North Sea, to allow trade between energy markets and efficient use of renewable energy resources.

Our world is changing fast. Upgrading to cleaner, greener and more affordable energy will create exciting new opportunities for growth across the UK and speed-up our efforts to tackle the global climate challenge. The time for action is now.

The Energy White Paper (December 2020) set a target to quadruple offshore wind capacity in the UK over the next ten years – enough to power every home in the UK.

Everyone will benefit from clean energy and cleaner air, and a nationwide rollout of charging points will support the move away from fossil fuel for transport to more electric vehicles on our roads by 2030.





The British Energy Security Strategy (April 2022) saw the UK make new commitments to develop cleaner, more secure and affordable energy. Its aim is to accelerate the deployment of a range of energy sources, which could see up to 95% of our electricity being low carbon by 2030.

In powering up Britain, the Government explains that the grid needs to be expanded at an unprecedented scale and pace to deliver more clean power and increase our energy security.

Britain is leading the way, and it can become the world's first clean economy, with net zero carbon emissions by 2050.

But we can't stand still. A healthier, greener future for Britain requires significant upgrades to our energy infrastructure to reliably meet increased demand. At NGET we're working to make this future possible, combining the best of British engineering and ingenuity with smart technology to power our homes, travel and work.

When developing transmission network proposals, we must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and have regard to the desirability of preserving amenity. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties. We must balance the need to develop the network in a way that is efficient, coordinated and economical, and reduces effects on people and places.

National Grid only develops new infrastructure where the existing transmission system can't be further upgraded, system changes can't be satisfied by other means or where customer connections are required. The Chesterfield to Willington project meets all those requirements for the development of new infrastructure.

We've detailed our approach to fulfilling these responsibilities and outlined our commitments regarding engagement and consultation on our proposals in our [Stakeholder, Community and Amenity Policy](#).

3. Chesterfield to Willington

The Chesterfield to Willington project is a proposal to build approximately 60 km of new 400 kV overhead electricity line between Chesterfield and Willington to allow us to carry more energy between the North of England and the Midlands.

The proposed overhead line would connect between a new substation at Chesterfield (being developed and consented as part of the Brinsworth to High Marnham proposals) and the existing Willington substation in Derbyshire.

Both projects will play an important role to help to carry more power between the north of England and Scotland into the Midlands.

The network requires significant reinforcement between the north of England and the Midlands in the form of new substations and transmission circuits. This will help to ensure we can transfer power securely to strengthen the network and help us achieve net zero and also provide connections for new customers. It will allow clean and green energy to connect to the network from where it's generated and to bring it to local communities to where it's needed by homes and businesses.

These works will allow us to transmit more low-carbon cost efficient energy to homes and businesses in the Midlands and further afield, while supporting the UK's ambitious net zero targets, keeping electricity bills as low as possible for consumers and carrying more power on the network.

Consultation for the Brinsworth to High Marnham project is taking place from Spring 2024. The Town and Country Planning Application is due to be submitted in early 2025 and, if approved, construction is expected to start in 2026.





4. Stage 1 consultation

The non-statutory consultation will run between 00:00 on 14 May and 11:59 on Tuesday 17 September 2024.

This is our first public consultation on the Chesterfield to Willington project. We want to introduce the project to communities, inform them of our work to date and ensure all stakeholders (defined as identified organisations, individuals and the local community) can engage with the project and provide feedback on our initial proposals.

At this early stage, we'll present a preliminary route and potential location for the new infrastructure in the form of a 'graduated swathe' within an Emerging Preferred Corridor. This represents our current thinking about where we may route the new overhead electricity transmission line.

The aim of our consultation is to:

- introduce and provide an overview of the project to the public;
- explain why we need to build the new electricity transmission line;
- present and explain our Emerging Preferred Corridor with graduated swathe;
- set out the options we've considered and how we arrived at the decision on the Emerging Preferred Corridor and graduated swathe we propose;
- ensure all stakeholders have the opportunity to provide feedback on our work to date; and
- outline next steps, the project programme and how we'll further develop our proposals.

The consultation period includes the Derbyshire school half term period which runs from Monday 27 to Friday 31 May 2024. The extended consultation also includes the summer holidays which commence on 23 July 2024.

This will open up the consultation and associated events so they're more accessible for people who might not be able to attend out of school holidays. They may also attract additional audiences such as tourists that may not typically engage. Our events programme ensures that there are events within areas inside and outside of this school holiday.

We are using a blend of digital and traditional engagement channels for this public consultation. This will involve using the project website and other digital tools to present information about the project and gather feedback on our proposals, as well as the provision of hard copy materials that are available at events, which we'll deposit in publicly accessible locations and on request.

In this strategy we've included how we will engage groups that are defined as seldom heard or hard to reach. These are defined as being inaccessible by most traditional and conventional methods of consultation, for any reason. We also recognise that some people may not have access to or use of the internet. We've set out more details on how we'll make our consultation fully accessible and proactively target those who may not typically engage. Information can be found in **Section 11 Accessibility and Inclusivity**.

nationalgrid

technologies



Merioneth Mountains

www.northwestcoastconnections.com

nation

Pylon designs for the NWCC



50m
40m
30m
20m
10m

Illustrative height comparisons

Standard heights will vary depending on topography/features. We have now identified specific heights for each pylon depending on what is most appropriate for each site.

A

Height: 30m

Clearance: 10m

Base: Approx. 10m

D

Height: 30m

Clearance: 10m

Base: Approx. 10m

Did you know? Our transmission lines in England consist of 7200km of overhead lines.

4.1 Coordination with Brinsworth to High Marnham

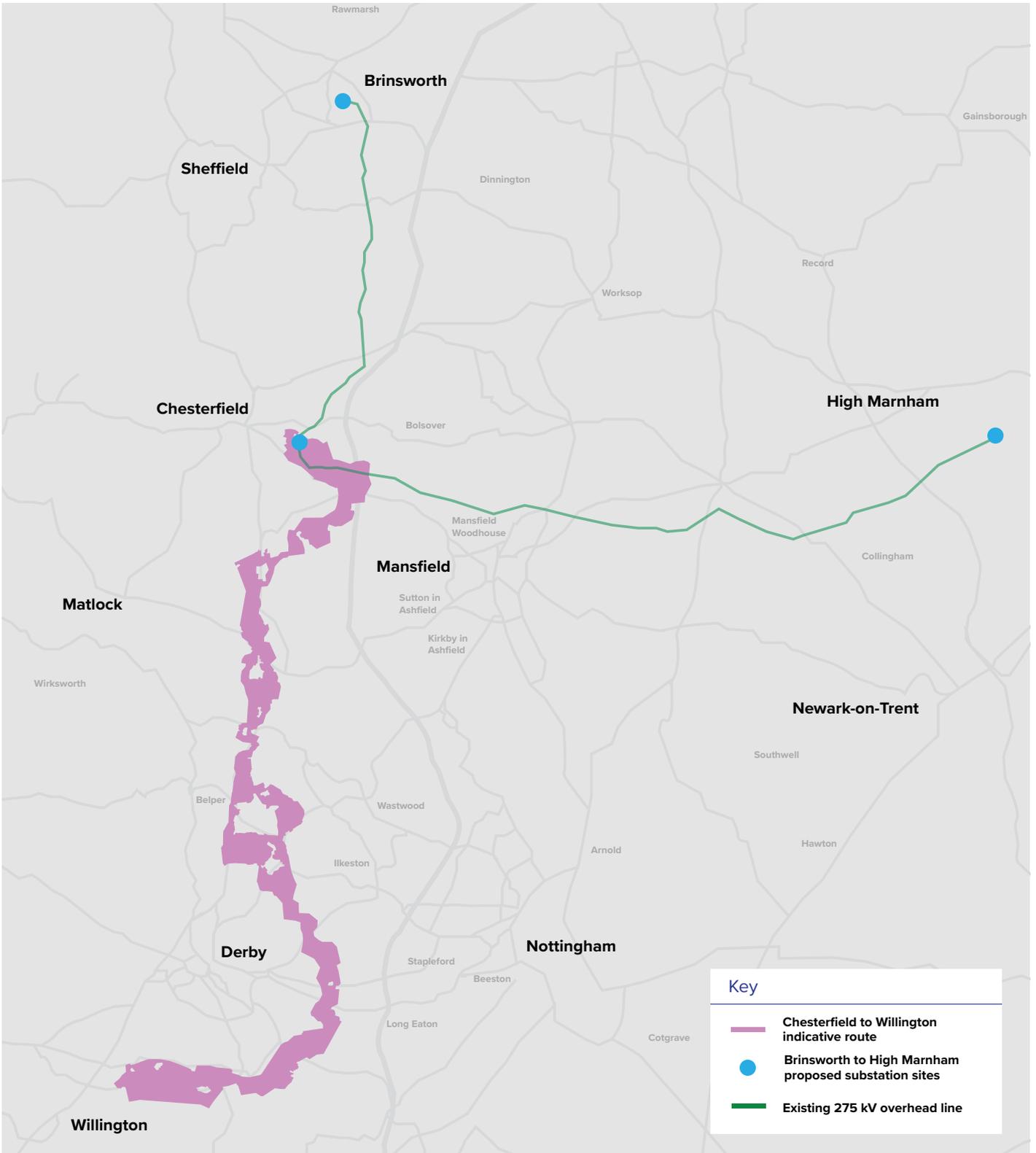
Much of the existing network in the centre of the country operates at 275 kV. Currently power can only flow east or west of the transmission network. Brinsworth to High Marnham is a separate project to reinforce the network in this area through new substations and upgrading (known as uprating) some of the existing circuits to 400 kV. This will create a new path for power to flow down the centre of the transmission network.

We propose to uprate the existing overhead line that runs between Brinsworth, near Rotherham in South Yorkshire and High Marnham, near Normanton on Trent in Nottinghamshire - passing through Cock Alley, near Chesterfield. We'll also build new substations in Brinsworth, High Marnham and at Chesterfield, where the existing Chesterfield substation operates at 132 kV and 275 kV so is unable to accept the incoming power from the uprated 400 kV line.

The Chesterfield to Willington project will connect into the proposed substation at Chesterfield. Being transparent and concise with stakeholders is important to National Grid. With two projects simultaneously underway in the same area, we'll activity strive to coordinate activities where feasible and appropriate.

This may include coordinated briefings with political stakeholders and parish councils and representation at public events from each project. This will allow stakeholders within the Chesterfield region to understand how the proposals from both projects will work in parallel and how each is being considered in design development, as well as the different consenting processes.

Consultation for the Brinsworth to High Marnham project is taking place from Spring 2024. The Town and Country Planning Application is due to be submitted in early 2025 and, if approved, construction is expected to start in 2026.



Indicative route of the Chesterfield to Willington project.



5. Consultation zones

We've mapped out a Primary Consultation Zone and a Secondary Consultation Zone to inform where and how we engage with local communities.

5.1 Primary Consultation Zone

The Primary Consultation Zone (PCZ) includes communities and stakeholders whose property postcodes lie within one km of the edge of the Emerging Preferred Corridor. These communities may be most directly affected by the proposals. We want to keep them fully informed about the project and we'll actively seek to engage them.

We'll mail a newsletter to all residential and business addresses within the PCZ on the launch of the consultation to introduce the project, promote the public events and webinars and point people to where they can find out more information and provide their feedback.

Public information events and information point locations where people can collect and view consultation material, are also located within the PCZ, as far as possible.

The PCZ can be viewed in Appendix A. Where appropriate, the PCZ has been extended to include whole streets rather than the one km boundary dissecting them.

5.2 Secondary Consultation Zone

The Secondary Consultation Zone (SCZ) will extend to five km from the edge of the Emerging Preferred Corridor. The SCZ will include communities and stakeholders who are less likely to be directly affected by the project but may have impacts such as construction traffic and long-distance views. The SCZ can be viewed in Appendix B.

All communication activity that we carry out within the SCZ will also cover the PCZ. We'll seek to raise awareness of the project and public consultation with stakeholders within both consultation zones through the broad dissemination of information.

This will include:

- advertisements in local and regional newspapers to provide information about the consultation, engagement events and how stakeholders can have their say on the proposals;
- advertising on social media to promote the consultation and engagement events to target those who might not otherwise engage;
- publishing full details of consultation and engagement events on the project website;
- information packs sent to all parish councils to introduce the project and provide some consultation materials;
- email communication to identified stakeholder groups, organisations and businesses; and
- provision of contact details for queries or to request paper copies of project documents.

We'll include details for how people without access to the internet can view paper copies of materials and project contact details to find out more information.

6. Consultation materials

A variety of materials will support the consultation to help stakeholders understand what's being proposed and enable them to have their say.

This will include:

- **Project Background Document** which gives an overview of the project summarising our technical documents and providing information on how to take part in the consultation;
- **Strategic Options Report (SOR)** explains the strategic options considered for the substation connection points for Chesterfield to Willington;
- **Corridor Preliminary Routeing and Siting Study (CPRSS)** outlines how the Emerging Preferred Corridor was identified between the two connection substations. This includes information on the graduated swathe which shows the areas within the corridor where the proposed infrastructure is considered more and less likely to be located;
- a **summary newsletter** provides a high-level description of the proposals and details information on the consultation and events (posted to all addresses with the PCZ);
- **overview maps and individual route section maps** – in print and online - of the Preferred Route Corridor shows the full Emerging Preferred Corridor and graduated swathe, focused on different geographical areas and to highlight challenges and constraints; and
- a **feedback form** to gather comments and feedback on our proposals.

To ensure the information presented is relevant to different audiences along the route, we'll divide it into sections so we can provide detailed information about the proposals within each area. We'll apply this presentation of the proposals to materials as appropriate such as the website, display panels at events, large scale and takeaway maps/plans for events and presentations and webinar slides.

We'll make all project materials available on the project website and at our public information events. Some will also be available in public locations (public information points) to view or collect. We'll produce materials in formats for those with additional needs, such as audio and languages other than English, on request.

6.1 Interactive Map

An interactive map will reference the entire Emerging Preferred Corridor, graduated swathe and supporting features such as protected areas. Users will be able to navigate to specific locations or postcodes to view specific points of interest.

This will be used at public information events and be available on the project website.

6.2 Project Website

A project website will be the central hub for all information. It allows easy access, with the option to download project information and documents that will also be available to view at public information events.

Document library	This will be the 'go to' online location for all project materials. It'll ensure all project information is available in one, easy to access online area. We'll encourage third parties hosting deposit locations and project information (such as local authorities, libraries etc.) to provide links to this page
Consultation pages	This will display all relevant information and material we present, including the interactive map. Project information will be laid out in a simple and visually engaging interactive format, with pointers and instructions throughout to aid easy navigation for the consultation.
Consultation events page	Date, time and venue/registration details of public information events and webinars during the consultation period.
FAQs	To provide answers to frequently asked questions. We'll keep this updated throughout the consultation as new questions are asked.
Videos, infographics and animations	Explains the need for the project and the proposals in a way that's accessible and understandable to members of the public, to ensure greater levels of inclusion and support for our proposals.
Project news	Enable members of the public to keep up to date on the project and provide an easily accessible place to host all recent updates.
Project contact details	Telephone, email and freepost details for people to request further details or ask questions.
'Ask the expert' session requests	Members of the public will be able to request a call-back from a member of the team to discuss the project with a relevant expert on their topic of interest.
Feedback form	The online form will enable members of the public to provide their feedback easily and submit to the project team.
Virtual consultation room	A virtual experience of our in person consultation events, providing access to documents, the interactive map, flythrough video, maps and display boards.
GDPR (Legal statement) and accessibility	All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and personal data will not be transferred outside of the European Economic Area or used for purposes other than those outlined. The website will be made accessible for all users through the provision of audio guides, videos, other visual material, and the ability to request translation.

6.3 Public Information Points

Paper copies of the key consultation materials will be available at a number of locations to ensure public access to the information throughout the consultation. These are located within or in close proximity to the Emerging Preferred Corridor.

At these information points the consultation newsletter and feedback form are available to collect.

Reference copies of the Project Background Document, SOR and CPRSS will be available to view.

Documents will be available at these locations throughout the consultation period.

Visitors are encouraged to check with the relevant venue for the most up-to-date opening times.

Table 4: Information point locations

Information points	Opening times
Erewash District	
Ilkeston Library Market Place, Ilkeston DE7 5RN	Monday, Wednesday, Thursday & Friday: 9:30am - 5pm Tuesday: 9:30am - 7pm Saturday: 9:30am - 4pm
Long Eaton Library Tamworth Road, Long Eaton NG10 1JG	Monday to Thursday: 9:30am - 7pm Friday: 9:30am - 7pm Saturday: 9:30am - 4pm
Borrowash Library Victoria Avenue, Borrowash DE72 3HE	Monday: 2pm - 5pm Wednesday: 9:30am - 7pm Friday: 9:30am - 1pm Saturday: 10am - 1pm
Derby City District	
Alvaston Library London Road, Alvaston DE24 8QP	Monday: 1pm - 5pm Tuesday & Friday: 9:30am - 5pm Thursday: 9:30am - 7pm Saturday: 9:30am - 1pm
Mickleover Library Holly End Road, Mickleover DE3 0EA	Monday: 1pm - 5pm Tuesday & Friday: 10am - 5pm Thursday: 10am - 7pm Saturday: 10am - 1pm
Normanton Library St Augustine's Community Centre, Almond Street DE23 6LX	Monday & Friday: 9:30am - 5pm Wednesday: 9:30am - 7pm Thursday: 1pm - 5pm Saturday: 9:30am - 1pm
Riverside Library Council House, Corporation Street DE1 2FS	Monday to Friday: 9am - 5pm Saturday: 9am - 1pm

Amber Valley District

Ripley Library

Grosvenor Road, Ripley DE5 3JE

Monday-Friday: 9:30am - 5pm

Saturday: 9:30am - 4pm

Alfreton Library

Severn Square, Alfreton DE55 7BQ

Monday-Thursday: 9:30am - 5pm

Friday: 9:30am - 7pm

Belper Library

Derwent Street, Belper DE56 1UQ

Monday, Wednesday, Thursday & Friday: 9:30am - 5pm

Tuesday: 9:30am - 7pm

Heanor Library

Ilkeston Road, Heanor DE75 7DX

Monday-Wednesday: 9:30am - 5pm

Thursday: 9:30am - 7pm

Friday: 9:30am - 5pm

Saturday: 9:30am - 4pm

North East Derbyshire District

Clay Cross Library

Holmgate Road, Clay Cross S45 9PH

Monday: 9:30am - 7pm

Tuesday & Thursday: 9:30am - 5pm

Friday: 9:30am - 12pm

Saturday: 9:30am - 12:30pm

Holmewood Library

Heath Road, Holmewood S42 5RB

Monday: 2pm - 5pm

Thursday: 10am - 7pm

Friday: 10am - 1pm

Saturday: 9:30am - 1pm

Bolsover District

Bolsover Library

Church Street, Bolsover S44 6HB

Monday-Thursday: 9:30am - 5pm

Friday: 9:30am - 7pm

Saturday: 9:30am - 4pm

South Normanton LibraryThe Hub, Shiners Way, South Normanton
DE55 2AA

Monday-Friday: 9am - 4pm

Chesterfield District

Chesterfield Library

New Beetwell Street, Chesterfield S40 1QN

Monday, Tuesday & Friday: 9am - 5pm

Wednesday & Thursday: 9am - 7pm

Saturday: 9am - 4pm

Newbold Library

Windemere Road, Chesterfield S41 8DU

Monday & Thursday: 9:30am - 5pm

Tuesday: 9:30am - 7pm

Friday: 9:30am - 12pm

Saturday: 9:30am - 12:30pm

Old Whittington Library

High Street, Chesterfield S41 9JZ

Tuesday & Thursday: 10am - 6pm

Saturday: 10am - 1pm

7. Events

A hybrid programme of events and webinars will provide stakeholders with the opportunity to find out more about our proposals and provide feedback.

7.1 Public Information Events

Events are to be hosted at suitable community hubs along the proposed route within the PCZ. To ensure these are accessible to as many stakeholders as possible they are located within a reasonable distance from each other.

We've selected venues to ensure there's carparking and they're accessible for all. In-person events will provide the opportunity for attendees to speak to technical experts within the team. We'll make project information available at the events to view including display boards to summarise the proposals, the technical documentation, large scale maps and plans. An interactive map will also be available on a screen so visitors can view the Emerging Preferred Corridor in relation to their area of interest. Consultation materials will also be available to take away such as the Project Background Document, and maps. If we need to cancel an event/s for any reason, we'll hold an online event at the published time.

Area	Date	Time	Location
Alfreton Amber Valley District	Monday 8 July 2024	1pm-6pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Wednesday 10 July	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE





7.2 Webinars

Online webinars provide the opportunity to present the same information as at the public events to a large number of interested stakeholders.

The webinars will include a summary of the proposals, similar to those presented on the display boards at the events. They'll provide details on the consultation activity, highlight relevant upcoming events (depending on the timing within the consultation) and how people can engage and provide their feedback. The sessions will also include time for questions and answers.

We've arranged a range of webinars to focus on specific geographical areas which we'll promote to relevant audiences. These will be spread throughout the consultation and at different times of the day to capture different audiences.

Registration for the website will be via the website and details about how to sign up will be widely publicised.

A recording of a general overview presentation is available to view on our website for playback by those who can't attend the sessions.

Webinar sessions	Date	Start time
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 21 May	6pm
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 9 July	6pm
Our proposals in Section 2 - Stretton to Ripley	Tuesday 16 July	6pm
Our proposals in Section 3 - Ripley to Morley	Monday 22 July	6pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 23 July	6pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Thursday 25 July	6pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Monday 29 July	6pm
Introduction to Chesterfield to Willington project proposals – general overview	Wednesday 31 July	6pm

8. Stakeholder briefings and meetings

We propose to meet, either digitally or in-person, with identified key stakeholders before and during the consultation, to share information on the project and answer questions.

Before and on the launch of the consultation, we'll offer briefing meetings with the following stakeholders:

- Members of Parliament where all or part of their constituencies lie within the PCZ and SCZ;
- Elected representatives of the County and District Councils that fall within the PCZ and SCZ; and
- Parish councils where all or part of the parish fall inside the PCZ and SCZ.

We'll engage with other organisations and all stakeholders will be able to request meetings with the project team.

These may include:

- third party groups such as Local Enterprise Partnerships;
- community groups or residents' associations with a close geographical relationship to the project;
- interest groups with a close relationship to or high interest in the project.

We'll share digital copies of project information with these stakeholders (paper copies will be provided upon request, or where digital receipt isn't possible) along with details about how to respond to the consultation and engage with the project team. We'll also continue to update these stakeholders at key project milestones.

9. Managing enquiries and consultation feedback

9.0 Community relations team

Contact information including a freephone line (available Monday to Friday 9am - 5.30pm), an email and a Freeport address will be promoted on all materials. This provides direct communication channels to the project team for questions about the proposals and submit any feedback.

9.1 'Ask the expert' sessions

Stakeholders will be able to request a telephone or video call from a member of the project team about specific topics. This provides an alternative option for those who may have limited access to other engagement channels or are less comfortable with online technology. Requests will be triaged by the JBP community relations team who'll respond to questions if they can. Alternatively, they'll schedule a telephone or video call with relevant team member/s.

9.2 Providing feedback

We want to make providing feedback on our proposals as easy as possible, and have provided a variety of methods for people to have their say.

- **Online:** Complete our online feedback form, available at nationalgrid.com/chesterfieldtowillington.
- **Email:** send comments to our project email address chesterfield-willington@nationalgrid.com stating 'feedback' in the email subject.
- **Call us:** Call our freephone line **0800 073 1047** Monday to Friday 9 – 5.30pm.
- **Feedback form:** Download and print a copy of our feedback form from our website and post it back to us at **FREEPOST NATIONAL GRID PROJECTS (JBP)**.

Paper feedback forms can be collected from any of our events or information points. Alternatively, call or email us to request a consultation pack (newsletter, feedback form and freepost envelope) to be sent via post.

10. Promoting the consultation

To raise awareness of the project and the public consultation on the proposals, and encourage feedback, we'll undertake a variety of promotional activity before and during the consultation period to raise awareness of the project and encourage feedback.

10.1 Newsletter

We'll post a newsletter which provides high level information and promotes the consultation to all residential and business addresses (approx. 70,000 addresses) within the PCZ to land at the start of the consultation. This will include:

- an introduction to the project and overview of the proposals;
- details of the consultation including how stakeholders can discuss plans with the project team through local public information events, webinars, and via the project's various contact channels;
- signposting to the project website and public information points for more information; and
- information on how people can provide feedback and request printed or alternative format materials.

An updated newsletter with details of the extended consultation deadline, and rescheduled Public Information Events and webinars will be distributed to the PCZ one week prior to the first rescheduled event.

10.2 Print advertising

We'll place advertisements in key local and regional publications. These will help ensure stakeholders without access to the internet, or who don't frequently use sites which will receive targeted virtual advertisements, are made aware of the project consultation.

Advertisements will be quarter or half page prints, published during the consultation period, to inform of the consultation, public information events and deadlines for feedback. See Appendix C for list of press and digital publications.

10.3 Social media

We'll use social media (Facebook and Instagram) to advertise the consultation. We'll target advertisements to postcodes around the event locations to promote the events closest to communities, and via section for section specific webinars. Through this approach we will target the entire SCZ. Social media advertisements may draw in stakeholders, for example young people, who wouldn't otherwise engage with the consultation. We'll also ask parish councils, and other identified groups, to use their own social media channels to advertise the consultation.

10.4 Email updates

We'll build and maintain a database of stakeholder contacts ahead of and throughout the consultation. This will include stakeholders sourced through desk research, such as ward and division councillors, parish councils, and local business and community groups. The website will also feature a sign-up form where people can register their email address to be kept up to date with information on the project as it develops.

We'll contact this database via email at key milestones as below:

- before the start of the consultation;
- as we launch the consultation;
- to remind people about the start of the public information events;
- before the consultation closing date and feedback deadline; and
- to advise when the consultation has closed.

10.5 Press release

We'll distribute a press release to identified local and regional media. This will include information on the consultation, the project proposals and public information events.

10.6 Promotional packs

We'll create digital and print packs to provide to parish councils. These will include posters, newsletters, feedback forms (print only) and event advertisements (digital only). This will enable third parties to readily promote the consultation and events on our behalf by hosting information on their social media channels, websites, email updates, and displaying posters in public places such as community notice boards.



11. Accessibility and inclusivity

We recognise that some people and groups may be inaccessible or may not be comfortable with the methods we propose to use for the consultation. We want to ensure all our engagement and consultation is inclusive and reaches those who otherwise may not engage with us.

Seldom heard and hard to reach groups are defined as being inaccessible by most traditional and conventional methods of engagement. There may be a requirement for the production of additional engagement and consultation materials, or more investment to reach out to these communities to encourage them to engage. Typically, this may be the majority of our stakeholder audience, outweighed by the minority but loudest voices. It's these communities who can generate positive support for the project and in some cases become ambassadors.

We want to engage equally with all stakeholders, irrespective of their communications access. To ensure our consultation is accessible to we will:

- directly mail a newsletter with project information to all stakeholders within the PCZ, provide details about how to access paper copies of other project documents and the multiple ways they can provide feedback;
- make important information available in both digital and non-digital formats and provide alternate formats (such as audio or alternative languages) for those who need them;
- ensure paper copies of the information is available at public information point locations, along with the opportunity to request a telephone or video call with the project team who can provide further assistance and send consultation packs to those who are unable to access the material online;
- advertise the consultation and project contact details through a variety of traditional and digital media;
- advertise the availability of team call-backs for stakeholders with further questions or who'd like to discuss the project with the project; and
- identify and actively reach out to those stakeholder groups in environments they already interact with. We'll create opportunities to increase our reach and engage with stakeholders who are typically ambivalent to projects such as these.

The key objective of this stage is to undertake a meaningful, purposeful, and informative consultation with a wide range of stakeholders.

Seldom heard and hard to reach groups can often be overlooked but engagement with them is essential to demonstrate an effective and inclusive consultation. The wider objectives of this strategy are to:

- ensure under-represented groups are more represented in the non-statutory consultation approach;
- present proposals in a simplistic and non-technical way, which includes a clear understanding of the consultation process;
- ensure we communicate the project's wider benefits and improvements and how these are relevant to under-represented groups; and
- receive feedback from seldom heard and hard to reach groups that could help shape the project's future development in ways that we might otherwise overlook.

We'll create a database of identified relevant contacts for seldom heard and hard to reach community groups and other interest groups and organisations. The database will ensure we keep groups and organisations up to date with the development of the project through regular email updates, mailing, digital and face to face contact. We'll also monitor the success of our communications tools to test the suitability of our approach to engagement.

We'll adjust our engagement approach accordingly in line with the reception our early engagement receives from these interest groups, which includes:

- ethnic minority groups and people for whom English is a second language;
- traveller community;
- the elderly;
- people with visual and hearing impairments;
- disabled people or those with limited mobility;
- those in the 15-19 and 20-39 age groups;
- carers and families with young children;
- economically inactive individuals; and
- geographically isolated communities or individuals.



11.1 Encouraging engagement

We've discussed how best to engage with seldom heard and hard to reach stakeholders and we'll continue to welcome suggestions for further groups that we should engage. We've designed engagement methods to facilitate interaction, which includes the communication tools set out in the table below. We'll also engage wider interest groups to help reach audiences. These include:

- business groups, such as Local Enterprise Partnerships and Chambers of Commerce;

- community groups, such as residents' associations with a close geographical relationship to the project; and
- educational establishments, including universities, colleges and schools in the local area and wider regions.

We'll carry out the following in the lead up to and during the consultation period:

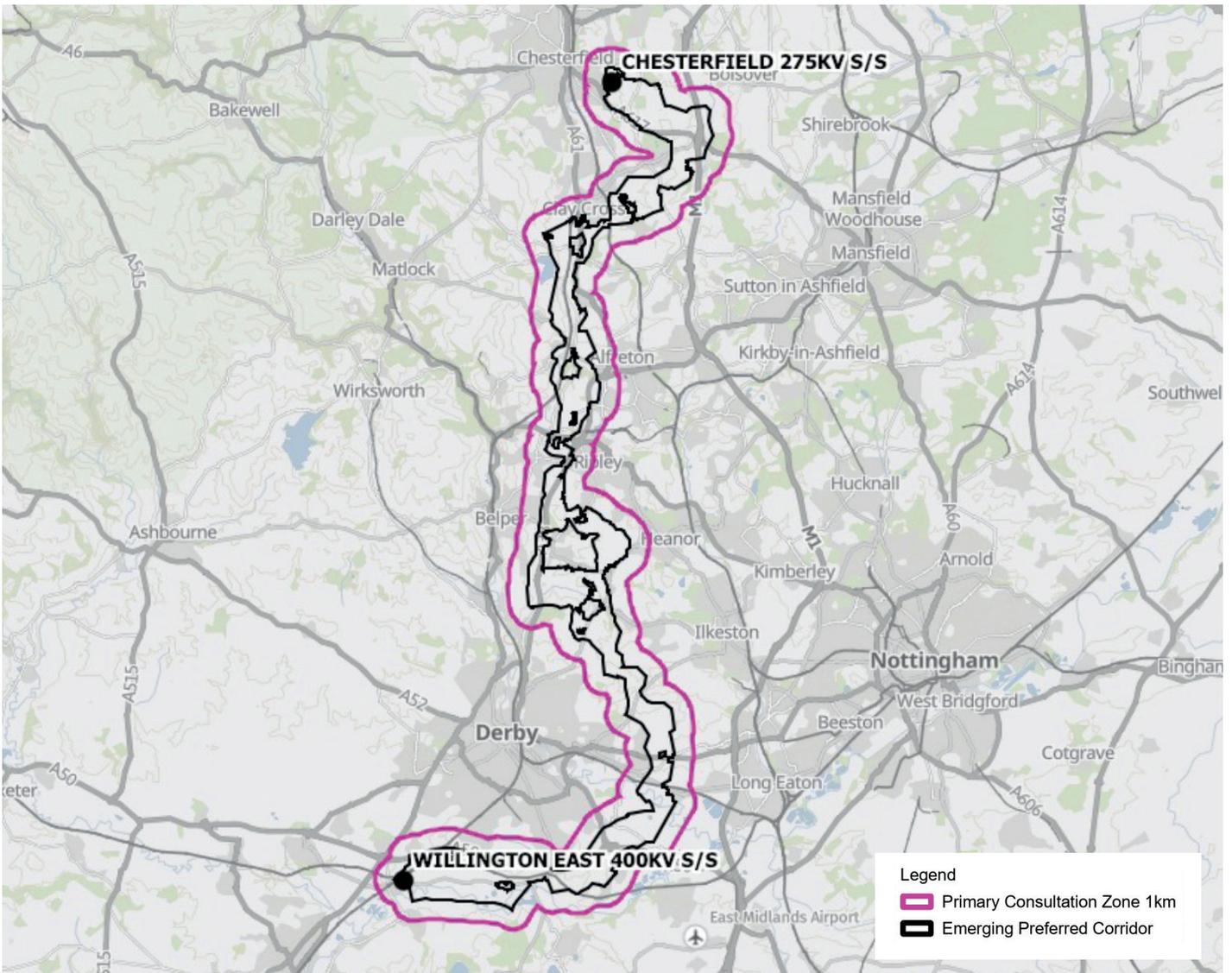
Activity	Objective(s)	Result
Direct engagement with representative groups and organisations.	To build up links to groups and organisations we identify as representing seldom heard sections and interest groups in local communities. For example, these could include community groups, youth groups, business groups, activity centres and ethnic minority groups.	National Grid can make use of existing communications channels that these community groups have in place to engage with a wider audience of harder to reach groups and individuals.
Engagement with ambassadors/champions (for example, parish councils which have their own communications channels).	To facilitate wider consultation beyond traditional channels. To help the project team identify likely issues and concerns from hard-to-reach audiences and ways to overcome them.	Feedback is received from hard-to-reach representatives and individuals.
Online events and webinars with dates and times advertised on the following channels: <ul style="list-style-type: none"> • printed materials; • press releases; • email updates; • press advertising; and • social media advertising. 	To engage with a wide range of audiences and spread awareness about the proposals and consultation to those who may not otherwise hear about them or have the opportunity to participate. These may be integrated with other consultation activities, such as the programme of digital consultation events.	To enable participation in the consultation process.

We've created a database of identified relevant contacts at seldom heard and hard to reach community groups and other interest groups and organisations. We'll use this contact database to ensure we keep these groups and organisations up to date with the development of the project through regular mailing, telephone, digital and face to face contact.

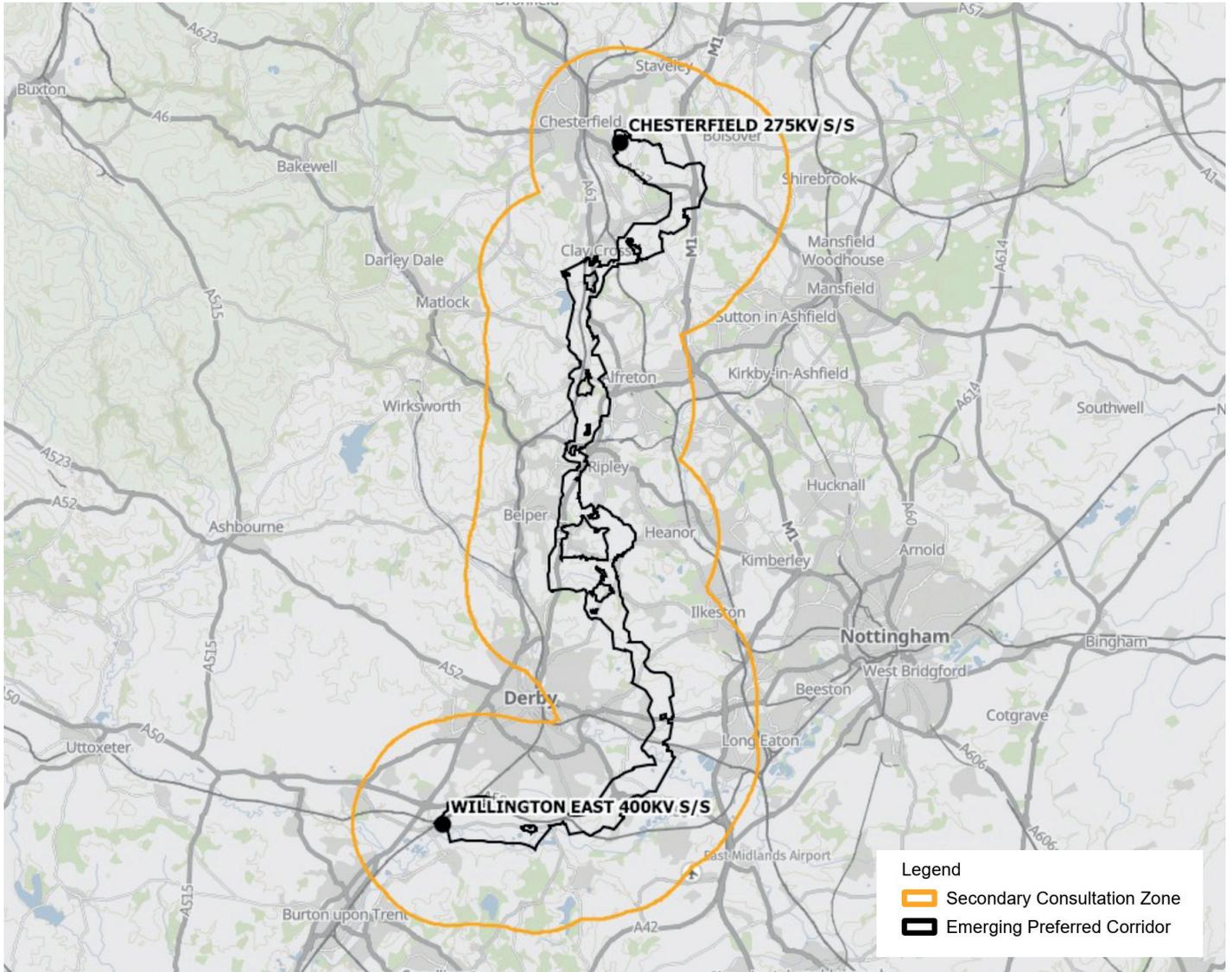
We'll also monitor the success of our communications tools to test the suitability of our approach to engagement. We'll adjust our engagement approach accordingly in line with the reception our early engagement receives from these interest groups.

12. Appendices

Appendix A – Primary Consultation Zone



Appendix B – Secondary Consultation Zone



Appendix C – Press and digital publications

Region / Area Covered	Publication
Derby and South Derbyshire	Derby Telegraph (Derbyshire Live)
Derbyshire	Derbyshire Times
South Derbyshire, Erewash, Amber Valley	Burton Mail (Staffordshire Live)
East Derbyshire	Nottingham Post / Nottingham Live

National Grid plc
1-3 The Strand
Charing Cross
London
WC2N 5EH
United Kingdom

nationalgrid.com

A.2 List of Local Planning Authorities Consulted on the Public Consultation Strategy and Feedback Provided

Table A1: Local Planning Authorities consulted on the Public Consultation Strategy and feedback provided

LPA	Comments	Outcome
Chesterfield Borough Council	no response	
North East Derbyshire District Council	<p>Requested that we write to all Parish Councils who either fall within the consultation zone or those adjoining it. Outlining the dates and locations of the in-person events please?</p> <p>Requested that we add in Shirland and North Wingfield (and potentially Clay Cross) to the proposed Calow and Pilsley events please?</p> <p>Asked to provide full details of the in-person sessions (content and location) when you brief members and invite their feedback on that.</p>	<p>Feedback was provided on 13 May, the day before the consultation launched, therefore too late to act on some elements. However, the below was confirmed.</p> <p>Information sent out via a newsletter to 70,000 addresses within 1km of the edge of the proposed route corridor. All parish councils within 5km from the edge of the proposed route are being contacted from today by post and by email with full detail of the project and the consultation including all events and webinars.</p> <p>Our final events list is confirmed and available to view.</p> <p>When member briefings are provided, we will be going through the proposals and also a summary of our consultation activity including events, where people can find out more information and how they can provide their feedback.</p>
Derbyshire County Council	no response	
Derby City Council	no response	
Amber Valley District Council	no response	
Bolsover District Council	<p>Provided the Council's standard set of deposit locations for a district-wide consultation.</p> <p>Advised that they hold a database of 'hard to reach' contacts but were unable to share details. They will</p>	<p>The deposit locations were reviewed and contacted and South Normanton Library was added to the final list.</p> <p>Information will be sent to the council directly to push out through their channels</p>

LPA	Comments	Outcome
	<p>however write to them to draw attention to the National Grid's NSIP application consultation in order to inform the Council's response to the consultation.</p> <p>Also provided the authorities Statement of Community Involvement t review as part of digital innovations within publicity / consultation approach.</p>	<p>SCI reviewed to ensure that all proposed activity aligns with or exceeds that which is detailed in the SCI.</p>
<p>South Derbyshire District Council</p>	<p>no response</p>	
<p>Erewash District Council</p>	<p>Stated that they have no comments on the strategy</p>	

Appendix B.

Project Update Emails

Appendix B

Project Update Emails

B.1 Stage 1 Consultation Launch Email – 14 May 2024

From: National Grid - Chesterfield to Willington <mail@communications.nationalgrid.com>

Sent: 14 May 2024 10:03 AM

To: chesterfield-willington <chesterfield-willington@nationalgrid.com>

Subject: Chesterfield to Willington Stage 1 Consultation Launch



The Great Grid Upgrade - Chesterfield to Willington

The UK Government has set out a commitment to achieve Net Zero emissions by 2050. The way we generate electricity in the UK is changing rapidly and we're transitioning to cleaner and more secure forms of energy from renewable sources, like new offshore wind farms.

At National Grid Electricity Transmission, we are investing £1.3bn each year to adapt and develop our network - of pylons, overhead lines, cables and substations - to connect new sources of low carbon energy to homes and businesses. We're investing for the future, connecting more and more low carbon electricity to our network and playing a crucial role in turning the UK's ambitions into reality.

From **Tuesday 14 May until 11:59pm Tuesday 9 July 2024** we are consulting on our early proposals for Chesterfield to Willington. To enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line.

This overhead line would connect at a new 400 kV substation at Chesterfield (which will extend to the south of its existing 275 kV substation) and the existing Willington substation. It is proposed that the Chesterfield substation will be completed under a separate essential project, 'Brinsworth to High Marnham'. Other local network configurations would also need to be carried out as part of this project.

These proposals are part of The Great Grid Upgrade – the largest overhaul of the electricity transmission network in generations.

More information about the proposed project can be found on the project website nationalgrid.com/chesterfieldtowillington.



Our Stage 1 (Non-Statutory) Consultation

During this consultation, we are seeking views and local knowledge about the proposed area within which the pylons could be routed. Our consultation is open to anyone who may have an interest in our proposals.

To learn about our proposals, you can:

- visit a [drop-in public information event](#);
- if you can't attend one of our events visit our [virtual consultation room](#) on our website which includes all the information we will have at our events;
- join an [online webinar session](#);
- view and collect copies of materials from a [local information point](#);
- book a video or phone ['ask the expert' session](#);
- register on our website to receive [email project updates](#);
- view all [consultation materials](#) on our website nationalgrid.com/chesterfieldtowillington; and
- email chesterfield-willington@nationalgrid.com or call us on **0800 073 1047** (Monday to Friday between 9am and 5:30pm) with your questions.

This consultation will be an opportunity for you to provide feedback on the proposals and the work undertaken to date. The deadline for feedback is **11:59pm on Tuesday 9 July 2024**. Find out more about how to have your say on our website: nationalgrid.com/chesterfieldtowillington.

[Visit the website](#)

Who are National Grid Electricity Transmission (NGET)?



NGET own and maintain the high-voltage electricity transmission network in England and Wales.

Electricity generated from wind farms and power stations is transported through the high-voltage network and then on to the lower voltage electricity distribution system to reach homes and businesses.

The existing network is no longer capable of supporting the energy requirements and new infrastructure is required to connect new energy sources to the existing network.

NGET sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day, delivering electricity safely, reliably, and efficiently to the customers and communities we serve – all while working towards building a cleaner, fairer, and more affordable energy system for the future.

NGET are developing the Chesterfield to Willington proposals under the Electricity Act 1989, and therefore must do so in an efficient, co-ordinated, and economical way which also considers people, places, and the environment.

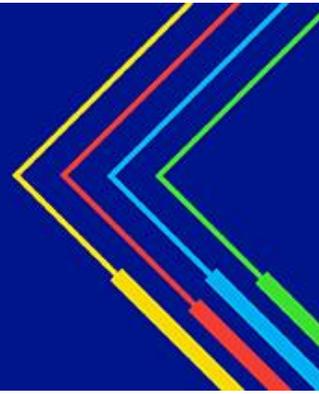


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B.2 Stage 1 Consultation Local Planning Authorities Briefing Arranged Email – 14 May 2024



The Great Grid Upgrade - Chesterfield to Willington

The UK Government has set out a commitment to achieve Net Zero emissions by 2050. The way we generate electricity in the UK is changing rapidly and we're transitioning to cleaner and more secure forms of energy from renewable sources, like new offshore wind farms.

At National Grid Electricity Transmission, we are investing £1.3bn each year to adapt and develop our network - of pylons, overhead lines, cables and substations - to connect new sources of low carbon energy to homes and businesses. We're investing for the future, connecting more and more low carbon electricity to our network and playing a crucial role in turning the UK's ambitions into reality.

From **Tuesday 14 May until 11:59pm Tuesday 9 July 2024** we are consulting on our early proposals for Chesterfield to Willington. To enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line.

This overhead line would connect at a new 400 kV substation at Chesterfield (which will extend to the south of its existing 275 kV substation) and the existing Willington substation. It is proposed that the Chesterfield substation will be completed under a separate essential project, 'Brinsworth to High Marnham'. Other local network configurations would also need to be carried out as part of this project.

These proposals are part of The Great Grid Upgrade – the largest overhaul of the electricity transmission network in generations.

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Our Stage 1 (Non-Statutory) Consultation

During this consultation, we are seeking views and local knowledge about the proposed area within which the pylons could be routed. Our consultation is open to anyone who may have an interest in our proposals.

To learn about our proposals, you can:

- visit a **drop-in public information event**;
- if you can't attend one of our events visit our **virtual consultation room** on our website which includes all the information we will have at our events;
- join an **online webinar session**;
- view and collect copies of materials from a **local information point**;
- book a video or phone **'ask the expert' session**;
- register on our website to receive **email project updates**;
- view all **consultation materials** on our website nationalgrid.com/chesterfieldtowillington; and
- **email chesterfield-willington@nationalgrid.com or call us on 0800 073 1047** (Monday to Friday between 9am and 5:30pm) with your questions.

This consultation will be an opportunity for you to provide feedback on the proposals and the work undertaken to date. The deadline for feedback is **11:59pm on Tuesday 9 July 2024**. Find out more about how to have your say on our website: nationalgrid.com/chesterfieldtowillington.

[Visit the website](https://nationalgrid.com/chesterfieldtowillington)

Briefing the local authority

A briefing session has been organised for your local authority. If you haven't received an invitation to this please get in touch with our Community Relations Team whose details are provided at the end of this letter.

Who are National Grid Electricity Transmission (NGET)?



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NGET are developing the Chesterfield to Willington proposals under the Electricity Act 1989, and therefore must do so in an efficient, co-ordinated, and economical way which also considers people, places, and the environment.



Get In Touch

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Write to us:

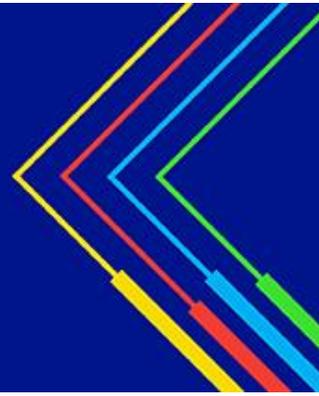
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B.3 Stage 1 Consultation Local Planning Authorities Briefing Not Arrange Email – 14 May 2024



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At National Grid Electricity Transmission, we are investing £1.3bn each year to adapt and develop our network - of pylons, overhead lines, cables and substations - to connect new sources of low carbon energy to homes and businesses. We're investing for the future, connecting more and more low carbon electricity to our network and playing a crucial role in turning the UK's ambitions into reality.

From **Tuesday 14 May until 11:59pm Tuesday 9 July 2024** we are consulting on our early proposals for Chesterfield to Willington. To enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line.

This overhead line would connect at a new 400 kV substation at Chesterfield (which will extend to the south of its existing 275 kV substation) and the existing Willington substation. It is proposed that the Chesterfield substation will be completed under a separate essential project, 'Brinsworth to High Marnham'. Other local network configurations would also need to be carried out as part of this project.

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[Visit the website](https://nationalgrid.com/chesterfieldtowillington)

Briefing the Local Authority

We would like to brief you on the project to provide an overview of our proposals, our consultation activity and provide the opportunity to meet the National Grid project team.

We can provide this briefing in person or via Teams. If this is of interest to you, please contact our Community Relations Team whose details are provided at the end of this letter.

Who are National Grid Electricity Transmission (NGET)?



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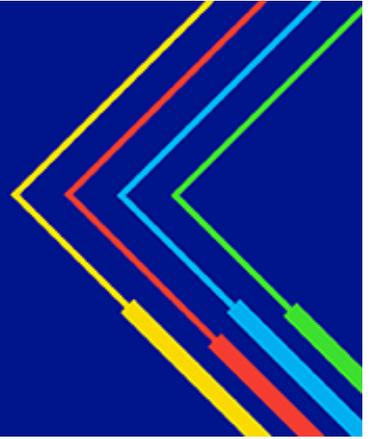
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B.4 Introduction to Chesterfield to Willington Webinar Email – 20 May 2024



Introduction to Chesterfield to Willington Project Proposals - General Overview Webinar

Thank you for registering for our upcoming webinar, 'Introduction to Chesterfield to Willington project proposals - general overview'!

Webinar Details:

Date: Tuesday 21st May 2024

Time: 6pm – 7pm

Access the Webinar:

To join the webinar, please click on the following link: <https://www.microsoft.com/en-gb/microsoft-teams/join-a-meeting>

Meeting ID:

When prompted, enter the Meeting ID: 381 983 729 254

Password:

You will also need to enter the password: E9XsCw

Join the webinar a few minutes early to avoid any last-minute issues.

Prepare any questions you might have in advance; there will be a Q&A session at the end.

We're looking forward to your participation and an engaging discussion during the webinar!

Get In Touch

Call our freephone Community Helpline: **0800 073 1047** between 9:00am and 5:30pm Monday to Friday

Email us: chesterfield-willington@nationalgrid.com

Write to us:

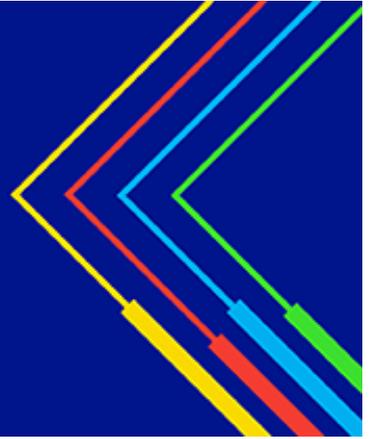
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B.5 Events Cancellation Update Email – 23 May 2024



Chesterfield to Willington Stage 1 Consultation - Events Cancellation Update

The Chesterfield to Willington Stage 1 consultation launched on 14 May 2024. With the announcement of a General Election on 4 July 2024, we are rescheduling consultation events that were planned during the pre-election period and will be extending the deadline for consultation feedback.

The following events will be affected:

Public Information Events

- Thursday 30 May - Shardlow Village Hall, 31 The Wharf, Shardlow, Derby DE72 2GH
- Friday 31 May - The Glapwell Centre, The Green, Glapwell S44 5LW
- Monday 3 June - Kilburn Village Hall, 7a Church Street, Kilburn, Belper DE56 0LU
- Tuesday 4 June - Christ the King Parish Hall, 104 Nottingham Road, Alfreton DE55 7GL
- Tuesday 11 June - Greenwich Community Sports Hub, Nottingham Road, Ripley DE5 3AY
- Friday 14 June - Pilsley Village Hall, Pear Tree Road, Pilsley S45 8HU
- Saturday 15 June - Calow Community Centre, Allpits Road, Calow S44 5AT
- Thursday 20 June - Ashbrook Community Centre, Ashbrook Avenue, Borrowash, DE72 3JE
- Friday 21 June - Findern Village Hall, 7 Castle Hill, Findern DE65 6AL

Community webinars

- Tuesday 28 May - Our proposals in Section 1 - Chesterfield substation to Stretton
- Friday 7 June - Our proposals in Section 2 - Stretton to Ripley
- Monday 17 June - Our proposals in Section 3 - Ripley to Morley
- Tuesday 18 June - Our proposals in Section 4 - Morley to Ockbrook
- Tuesday 25 June - Our proposals in Section 5 - Ockbrook to Aston-on-Trent
- Thursday 27 June - Our proposals in Section 6 - Aston-on-Trent to Willington substation
- Tuesday 2 July - Introduction to Chesterfield to Willington project proposals – general overview

We will reschedule these events as soon as possible after the election and will communicate the rescheduled dates closer to the time with finalised event details.

The consultation will remain open during this period and your ability to provide feedback will not be affected. Our project phone line and email will also continue to be monitored throughout this period should you require any assistance or have any questions.

As a parish council/council in or surrounding the proposed Emerging Preferred Corridor, we previously provided you with information / assets to promote the consultation and more specifically the events and webinars on our behalf. Can we please ask that these are removed and instead promote the above message that our events are now cancelled until further notice. We value your support.

We apologise for any inconvenience and appreciate your understanding.

Get In Touch

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Write to us:

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B.6 Consultation Update on Extension of Events – 18 June 2024

From: National Grid - Chesterfield to Willington <mail@communications.nationalgrid.com>
Sent: 18 June 2024 10:41 AM
To: chesterfield-willington <chesterfield-willington@nationalgrid.com>
Subject: Chesterfield to Willington Stage 1 Consultation Update



Chesterfield to Willington - Stage 1 Consultation Update

Further to previous communication following the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during the pre-election period and have also extended this Stage 1 public consultation for Chesterfield to Willington until 11:59pm on Tuesday 17 September 2024

This extended consultation is to allow for the rescheduled in person events and webinars and to give people additional time to have their say and provide feedback after the General Election. Feedback previously submitted during this consultation remains valid though if anyone wishes to submit any further feedback or comments, they are welcome to do so.

You can find information on our rescheduled public information events and online webinars via the below links. Our website also holds the updated materials to reflect these changes to the consultation.



Our Stage 1 (Non-Statutory) Consultation

During this consultation, we are seeking views and local knowledge about the proposed area within which the pylons could be routed. Our consultation is open to anyone who may have an interest in our proposals.

To learn about our proposals, you can:

- visit a [drop-in public information event](#);
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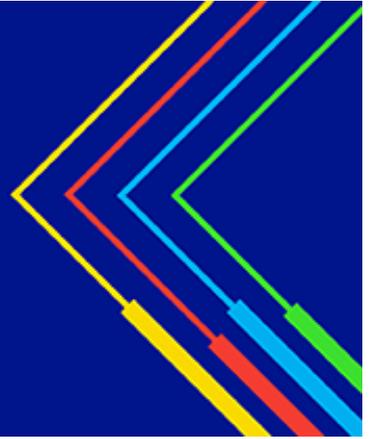


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B.7 Consultation Events Commencement – 9 July 2024



Chesterfield to Willington - Stage 1 consultation events have commenced

Our drop-in public information events and webinars commenced on Monday 8 July 2024, which were rescheduled following the announcement of the General Election.

The drop-in public events will provide opportunities to view the proposals and speak to members of our team. The events will include display boards, a fly-through video of the route, technical documentation and large-scale maps to view along with the Project Background Document, maps and feedback forms to take away.

During the one-hour webinar sessions the project team will present details of our proposals followed by a question-and-answer session. We are holding location-focused webinars followed by a general overview webinar.

Drop-in public events

Area	Date	Time	Location
Ripley Amber Valley District	Wednesday 10 July 2024	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE

Online webinars

Webinar session	Date	Start time
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 9 July	6pm
Our proposals in Section 2 - Stretton to Ripley	Tuesday 16 July	6pm
Our proposals in Section 3 - Ripley to Morley	Monday 22 July	6pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 23 July	6pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Thursday 25 July	6pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Monday 29 July	6pm
Introduction to Chesterfield to Willington project proposals – general overview	Wednesday 31 July	6pm



We look forward to seeing you at these events and webinars and welcome your views and feedback on the proposals.

[Visit our website](#)

Get In Touch

Call our freephone Community Helpline: **0800 073 1047** between 9:00am and 5:30pm Monday to Friday

Email us: chesterfield-willington@nationalgrid.com

Write to us:

FREEPOST NATIONAL GRID PROJECTS (JBP) - no stamp or further address is needed



If you do not wish to receive further emails from us, please click here to [unsubscribe](#).

For information on how we collect and process your data, please see our [privacy policy](#).

SENT BY **Tractivity**

B.8 Consultation Events Commencement Correction – 11 July 2024

From: Chesterfield to Willington <mail@communications.nationalgrid.com>

Sent: 11 July 2024 11:44 AM

To: chesterfield-willington <chesterfield-willington@nationalgrid.com>

Subject: Chesterfield to Willington Stage 1 Consultation Events - Kilburn Event



Chesterfield to Willington - Stage 1 consultation events - Kilburn event address

Please note the address for the Kilburn event on Monday 15 July 2-7pm has been incorrectly printed within our Project Background Document. The event will be taking place at Kilburn Village Hall located at the address in the table below, as published in all our promotional material.

Area	Date	Time	Location
Pilsley North East Derbyshire District	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE



We look forward to seeing you at these events and welcome your views and feedback on the proposals.

[Visit our website](#)

Get In Touch

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Write to us:

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SENT BY **Tractivity**

B.9 Close of Consultation Reminder Email – 10 September 2024

The Great Grid Upgrade - Chesterfield to Willington

The UK Government has set out a commitment to achieve Net Zero emissions by 2050. The way we generate electricity in the UK is changing rapidly and we're transitioning to cleaner and more secure forms of energy from renewable sources, like new offshore wind farms.

We're investing for the future, connecting more and more low-carbon electricity to our network and playing a crucial role in turning the UK's ambitions into reality.

We propose to build and operate approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line. This new line would connect at a new 400 kV substation at Chesterfield and the existing Willington substation.

These proposals are part of The Great Grid Upgrade – the largest overhaul of the electricity transmission in generations.

We have been consulting on our early proposals for Chesterfield and Willington since Tuesday 14 May.

Our Stage 1 consultation closes at 11.59 pm on Tuesday 17 September.

If you haven't already submitted your feedback about our proposals, you still have a week to do so.

This consultation is an opportunity for you to provide feedback on the proposals and the work we've undertaken to date.

How can you find out more?

You can still access all our consultation materials – including the interactive map – via the project website: nationalgrid.com/chesterfieldtowillington.

- visit our [virtual consultation room](#) on our website which includes all the information we had at our events;?

- watch a recorded [online webinar session](#);

- view and collect copies of materials from a [local information point](#);

- book a video conferencing call or phone ['ask the expert' session](#);

- register on our website to receive [email project updates](#);

- view all [consultation materials](#) on our website nationalgrid.com/chesterfieldtowillington; and

- **email or call us 0800 073 1047** with your questions.

How to provide feedback

There are a range of ways to provide feedback.

- Complete a feedback form: A digital version is available on our website at nationalgrid.com/chesterfieldtowillington.
- Paper copies are available to pick up from local information points or you can download and print a copy from our website. Return it to us for free by post; alternatively, please get in touch and we will post one to you.
- Email us: If you prefer to send us your comments via email, you can send them to us at chesterfield-willington@nationalgrid.com.
- Send us a letter: You can send us a letter or completed feedback form at no cost to FREEPOST NATIONAL GRID PROJECTS (JBP) - no stamp or further address is needed.
- Call us: If you require any assistance with providing feedback, please call us on 0800 073 1047. Lines are open Monday to Friday 9:00am-5:30pm, with an answerphone facility taking messages outside these hours.

Feedback is required by 11:59pm Tuesday 17 September 2024.

Visit the website to submit feedback online

Get In Touch

Call our freephone Community Helpline: **0800 073 1047** between 9:00am and 5:30pm Monday to Friday

Email us: chesterfield-willington@nationalgrid.com

Write to us:

FREEPOST NATIONAL GRID PROJECTS (JBP) - no stamp or further address is needed

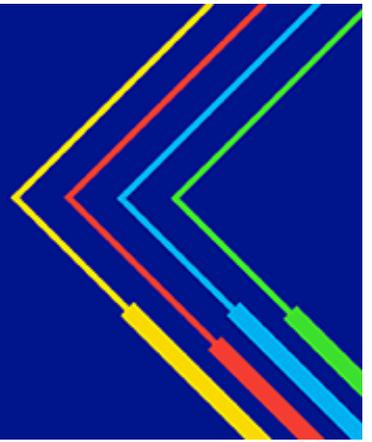


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SENT BY **Tractivity**

B.10 Close of Consultation Email – 27 September 2024



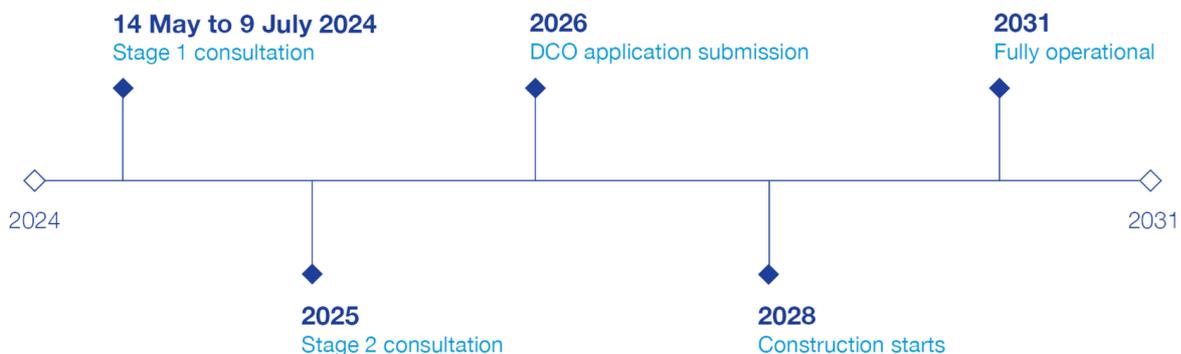
Chesterfield to Willington Stage 1 Consultation Update

Our Stage 1 (non-statutory) consultation is now closed. We'd like to extend our thanks to everyone who took the time to engage with us, attend one of our events or webinars and submit feedback.

During the consultation, we held nine public information events and eight webinars. We also held a series of briefings for MPs, local authority members and parish councils.

We've received more than 1,500 pieces of feedback. These valuable responses will help to inform how we further develop our plans for Chesterfield to Willington, which we intend to present at our Stage 2 (statutory) consultation in 2025. Our consultation in 2025 will provide an opportunity to comment on our more detailed proposals.

The timeline below indicates the milestones and indicative dates for the project.



These timings are indicative.

For more details on the Development Consent Order (DCO) process, please visit the [Planning Inspectorate website](#).



What happens next?

We'll continue to keep you up to date with Chesterfield to Willington as the project progresses and you can still access all consultation materials – including the interactive map and webinar recordings – via the [project website](#).

Contact us

By email: chesterfield-willington@nationalgrid.com

By phone: available Monday to Friday 9am – 5:30pm on 0800 073 1047

By post: FREEPOST NATIONAL GRID PROJECTS (JBP)

If you're a landowner and want to talk to our lands team, please:

Email: chesterfield-willington@ardentmanagement.com

Call: 0203 489 9414

Write to: The Lands Team at Ardent, 36-38 Botolph Lane, London EC3R 8DE



If you do not wish to receive further emails from us, please click here to [unsubscribe](#).

For information on how we collect and process your data, please see our [privacy policy](#).

Appendix C. Newsletter

Appendix C

Newsletter

C.1 Stage 1 Newsletter – May 2024

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

Introducing Chesterfield to Willington

Stage 1 Consultation, May 2024

The way the UK generates electricity is changing rapidly, and we are transitioning to cleaner and more secure forms of energy.

National Grid Electricity Transmission (NGET) is proposing to enhance the East Midlands electricity network by building and operating around 60 km of new overhead line in Derbyshire.

This is because our existing power lines do not have the sufficient capacity for all the new sources of electricity due to connect to the network over the next ten years and beyond.

Our Chesterfield to Willington proposals would allow new sources of clean energy, mostly from offshore wind, to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.



NGET is investing around £1.3bn a year to adapt the network for connection of new sources of low carbon energy and play our role in turning the UK's net zero ambitions into reality.

We are sharing our Chesterfield to Willington proposals at an early stage so that your feedback can help to shape them as they evolve. This newsletter includes a summary of our proposals as well as details of where to find out more, so you can get involved in this first stage of consultation.

We encourage you to take time to review our proposals and share your views by 11:59pm 9 July 2024.

Thank you,

The National Grid Chesterfield to Willington team

Get in touch

Call our freephone Community Helpline:
0800 073 1047 between 9:00am and 5:30pm
Monday to Friday

Email us:
chesterfield-willington@nationalgrid.com

Write to us:
FREEPOST NATIONAL GRID PROJECTS (JBP) -
no stamp or further address is needed

View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map and register for our webinars.



Our proposals

We are proposing to enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line.

This overhead line would connect to a new 400 kV substation at Chesterfield and the existing Willington substation in Derbyshire, with new pylons carrying the line along a corridor between the two. We are proposing to use steel lattice pylons that are usually around 50 m high and would need around three pylons per kilometre of straight sections of the route, with slightly more needed elsewhere.

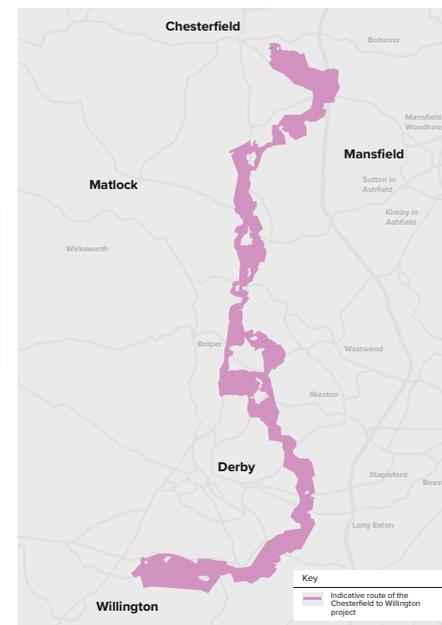
Our 'Emerging Preferred Corridor' is indicated on the graphic opposite and shown in detail on the large scale map within this newsletter. The new Chesterfield substation is part of a separate project, Brinsworth to High Marnham, and is proposed to be located adjacent to the existing Chesterfield 275 kV substation.

Our proposals also include changes to the existing network to allow the new overhead line to safely cross existing lower voltage overhead lines.

Our 'Emerging Preferred Corridor' is the area of land in which the overhead line could be built. It has been developed following environmental and technical assessments to understand areas of most sensitivity to new infrastructure. The exact location of the new line has not been confirmed but we are looking to develop it within this area. We are consulting you to hear your views on this.

We are seeking opinions and local knowledge about the Emerging Preferred Corridor during the consultation. We have split it into six sections so you can more easily comment on specific areas within it. The large scale map within this newsletter highlights the sections and also includes shading which shows where the location of infrastructure is more likely (darker areas) or less likely (lighter areas). We call this the 'graduated swathe'.

We welcome your feedback on all aspects of our plans, including the areas of interest to you.



Indicative route of the Chesterfield to Willington project.

The planning process



Find out more and have your say

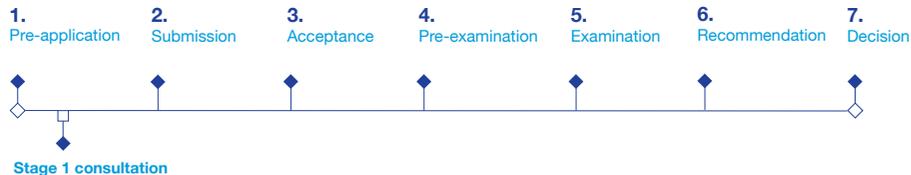


Chesterfield to Willington is classified as a Nationally Significant Infrastructure Project under the Planning Act 2008.

It will require a Development Consent Order (DCO) to build and operate the new Chesterfield to Willington line. Consultation is an important part of the DCO process, enabling everyone to comment on the proposals. Feedback at each stage of consultation – along with technical assessments and environmental surveys – helps to inform the development of our proposals before we submit a DCO application to the Planning Inspectorate.

Once submitted, the Planning Inspectorate will review and examine our application, including seeking further views from communities and interested parties. It will then make a recommendation to the Secretary of State for Energy Security and Net Zero, who will decide whether to grant consent.

Development Consent Order process



About National Grid Electricity Transmission

National Grid Electricity Transmission (NGET) is working to build a cleaner, fairer, and more affordable energy system that serves everyone; powering the future of our homes, transport, and industry.

NGET owns, builds, and maintains the high-voltage electricity transmission network in England and Wales. It is NGET that is developing proposals for Chesterfield to Willington.

The Chesterfield to Willington Stage 1 consultation runs for eight weeks, from 14 May to 9 July 2024.

To learn about our proposals, you can:

- [visit a drop-in public information event](#);
- [join an online webinar session](#);
- [view and collect copies of materials](#) from a local information point;
- [book a video or phone 'ask the expert' session](#);
- [register on our website](#) to receive email project updates;
- [view all consultation materials on our website \[nationalgrid.com/chesterfieldtowillington\]\(https://nationalgrid.com/chesterfieldtowillington\)](#); and
- [email or call us](#) with your questions.

If you would prefer to receive information by post, we can send you a consultation pack which includes the Project Background Document and a feedback form. If you need materials in an alternative format, please get in touch. Details of how to contact us are later in this newsletter.

How to respond

Your feedback will play an important role in helping us to develop and refine our proposals. You can provide feedback in the following ways:

Complete a feedback form

You can complete the form online at nationalgrid.com/chesterfieldtowillington. Alternatively, paper copies are available to pick up from the local information points and at our events, or we'll deliver to you by post on request (please call or email us). You can also download and print a copy from our website and return it to us.

Consultation materials

More information on our proposals is available in the Project Background Document, which can be found on the project website and in hard copy at the consultation events, local information points or on request.

On our project website you can also view full route maps, sectional maps and use our interactive map.

Detailed technical information is also available on our connection points and our preferred option.

Please submit your feedback by 11:59pm on 9 July 2024.

Email us

If you prefer to send us your comments via email, you can send them to us at chesterfield-willington@nationalgrid.com.

Send us a letter

You can send a letter or completed feedback form at no cost to **FREEPOST NATIONAL GRID PROJECTS (JBP)** - no stamp or further address is needed.

Call us

If you require any assistance with providing feedback, please call us on **0800 073 1047**. Lines are open Monday to Friday 9:00am-5:30pm, with an answerphone facility taking messages outside of these hours.

Public information events



You can visit our public information events (see times and locations below) to learn more about the proposals and speak to members of our team. The events will include display boards, a fly-through video of the proposed Emerging Preferred Corridor,

technical documentation and large-scale maps. Copies of the Project Background Document, maps and feedback forms will be available to take away from each event.

Area	Date	Time	Location
Shardlow South Derbyshire District	Thursday 30 May 2024	1:30pm-6:30pm	Shardlow Village Hall 31 The Wharf, Shardlow DE72 2GH
Glapwell Bolsover District	Friday 31 May 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Kilburn Amber Valley District	Monday 3 June 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Alfreton Amber Valley District	Tuesday 4 June 2024	2pm-7pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Tuesday 11 June 2024	1:30pm-6:30pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 14 June 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 15 June 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Borrowash Erewash District	Thursday 20 June 2024	12pm-5pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE
Findern South Derbyshire District	Friday 21 June 2024	1pm-6pm	Findern Village Hall 7 Castle Hill, Findern DE65 6AL

Webinars and ‘ask the expert’ sessions



Webinars

A series of one-hour online webinars will be held to present our proposals and answer questions.

A recording of a general overview presentation will be available to view on our website after the first webinar session.

Webinars will provide either a general overview of the proposals or focus on particular sections as detailed in the table below. The route sections are shown on the large map within this newsletter. You can also enter a place of interest on our online interactive map to locate the section of most relevance to you.

You can register to attend our webinars on our website: nationalgrid.com/chesterfieldtowillington

Webinar session	Date	Start time
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 21 May	6pm
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 28 May	1pm
Our proposals in Section 2 - Stretton to Ripley	Friday 7 June	1pm
Our proposals in Section 3 - Ripley to Morley	Monday 17 June	1pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 18 June	1pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Tuesday 25 June	1pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Thursday 27 June	1pm
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 2 July	6pm

‘Ask the expert’ sessions

You can also book a ‘one-to-one’ session with a member of the project team if you have a particular issue you would like to discuss. ‘Ask the expert’ sessions can be held via telephone call back or video conferencing call. Please call us on **0800 073 1047** or email chesterfield-willington@nationalgrid.com to book an appointment.

To help us set up the session and find the right expert(s), please tell us your preferred availability and question/topic of interest. These sessions are available throughout the duration of the consultation.

Local information points



Paper copies of the key consultation materials will be available at a number of locations within or near to the Emerging Preferred Corridor from the start of the consultation period. Printed copies of the consultation newsletter and feedback form are available to collect from these locations.

Reference copies of the Project Background Document, Strategic Options Report and Corridor Preliminary Routeing and Siting Study will be available to view.

Documents will be available at these locations throughout the consultation period. Please check with the relevant venue for the most up-to-date opening times.

Local information points

South Derbyshire District

Borrowwash Library Victoria Avenue, Borrowwash DE72 3HE

Erewash District

Ilkeston Library Market Place, Ilkeston DE7 5RN

Long Eaton Library Tamworth Road, Long Eaton NG10 1JG

Derby City District

Alvaston Library London Road, Alvaston DE24 8QP

Mickleover Library Holly End Road, Mickleover DE3 0EQ

Normanton Library St Augustine's Community Centre, Almond Street DE23 6LX

Riverside Library Council House, Corporation Street DE1 2FS

Amber Valley District

Ripley Library Grosvenor Road, Ripley DE5 3JE

Alfreton Library Severn Square, Alfreton DE55 7BQ

Belper Library Derwent Street, Belper DE56 1UQ

Hearon Library Ilkeston Road, Hearon DE75 7DX

Bolsover District

Bolsover Library Church Street, Bolsover S44 6HB

South Normanton Library The Hub, Shiners Way, South Normanton DE55 2AA

North East Derbyshire District

Clay Cross Library Holmgate Road, Clay Cross S45 9PH

Holmewood Library Heath Road, Holmewood S42 5RB

Chesterfield District

Chesterfield Library New Beetwell Street, Chesterfield S40 1QN

Newbold Library Windemere Road, Chesterfield S41 8DU

Old Whittington Library High Street, Chesterfield S41 9JZ

Next steps



All feedback must be received by the consultation close deadline of 11.59pm on 9 July 2024

We will consider all the feedback we receive which, along with the outputs from the technical assessments and environmental surveys, will shape the development of our proposals.

We will also publish a summary of the key themes raised during this Stage 1 consultation and explain how feedback has informed the development of our proposals.

Following analysis of the feedback we will report back on the key themes raised during consultation.



These timings are indicative.

Get in touch

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Monday to Friday

Email us:

chesterfield-willington@nationalgrid.com

Write to us:

FREEPOST NATIONAL GRID PROJECTS (JBP) -
no stamp or further address is needed

All consultation information including webinar registration links, an interactive map, consultation documents and a feedback form is available on our website.
Visit: nationalgrid.com/chesterfieldtowillington

Information for landowners

If you feel your land may be affected by these proposals, our dedicated Land Team will speak with you. You can contact the Chesterfield to Willington Land Team by emailing chesterfield-willington@ardent-management.com, calling on **0203 693 2500** or writing to **Land Referencing Team, Ardent, 36-38 Botolph Lane, London, EC3R 8DE**.

This is the proposed Emerging Preferred Corridor and graduated swathe for Chesterfield to Willington.

What this map shows

This map shows an overview of our Emerging Preferred Corridor and graduated swathe. It also shows the sections that we have used to break down the route in our consultation materials, webinars, individual section maps and feedback form.

You can also use our interactive map to focus in on your areas of interest, including each section of the proposals.

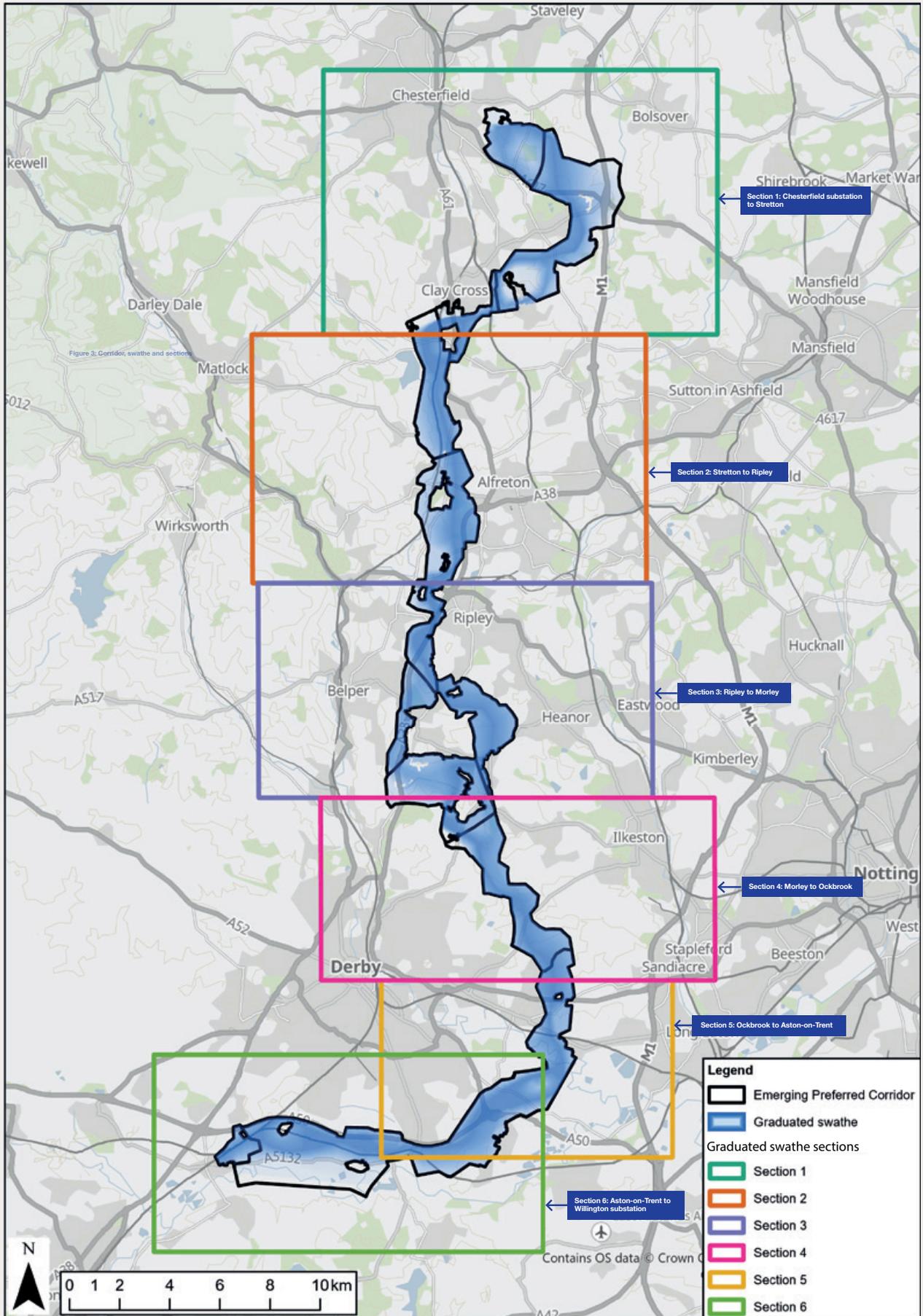
Separate maps of each section area also available and can be downloaded online or viewed in person at our public information events. This can be found at nationalgrid.com/chesterfieldtowillington

Graduated swathe

The shaded areas within the Emerging Preferred Corridor show where the transmission system (overhead electricity line and pylons) is deemed more or less likely to be situated, based on environmental factors and constraints. Darker shades signify areas where infrastructure placement is anticipated to be more appropriate within the corridor, while lighter shading identifies areas where it is anticipated to be less appropriate.

Emerging Preferred Corridor

This is indicated by the black line boundary and outlines the proposed area within which the transmission system (overhead electricity line and pylons) could be routed.



C.2 Stage 1 Newsletter Updated – June 2024

Chesterfield to Willington

Introducing Chesterfield to Willington

Stage 1 Consultation, July 2024

Our proposals

The way the UK generates electricity is changing rapidly, and we are transitioning to cleaner and more secure forms of energy.

National Grid Electricity Transmission (NGET) is proposing to enhance the East Midlands electricity network by building and operating around 60 km of new overhead line in Derbyshire.

This is because our existing power lines do not have the sufficient capacity for all the new sources of electricity due to connect to the network over the next ten years and beyond.

Our Chesterfield to Willington proposals would allow new sources of clean energy, mostly from offshore wind, to be connected to the network and carried to the homes and businesses that need it.

NGET is investing £1.3bn a year to adapt the network for connection of new sources of low carbon energy and play our role in turning the UK's net zero ambitions into reality.

We are sharing our Chesterfield to Willington proposals at an early stage so that your feedback can help to

shape them as they evolve. This newsletter includes a summary of our proposals as well as details of where to find out more, so you can get involved in this first stage of consultation.

This updated newsletter is to promote the extended consultation deadline and rescheduled public information events and webinars, which were postponed due to the General Election.

We encourage you to take time to review our proposals and share your views by the close of this consultation which is now 11:59pm 17 September 2024.

Thank you,

The National Grid Chesterfield to Willington team

We are proposing to enhance the electricity network by building and operating approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line.

This overhead line would connect to a new 400 kV substation at Chesterfield and the existing Willington substation in Derbyshire, with new pylons carrying the line along a corridor between the two. We are proposing to use steel lattice pylons that are usually around 50 metres high and would need around three pylons per kilometre of straight sections of the route, with slightly more needed elsewhere.

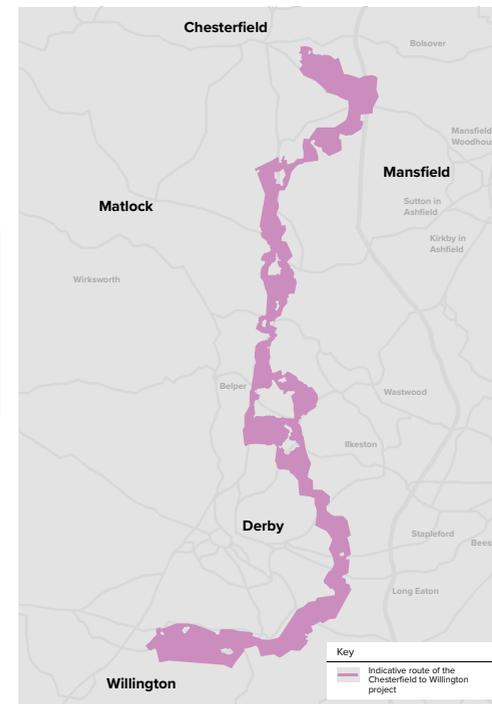
Our 'Emerging Preferred Corridor' is indicated on the graphic opposite and shown in detail on the large scale map within this newsletter. The new Chesterfield substation is part of a separate project, Brinsworth to High Marnham, and is proposed to extend to the south of the existing Chesterfield 275 KV substation site.

Our proposals also include changes to the existing network to allow the new overhead line to safely cross existing lower voltage overhead lines.

Our 'Emerging Preferred Corridor' is the area of land in which the overhead line could be built. It has been developed following environmental and technical assessments to understand areas of most sensitivity to new infrastructure. The exact location of the new line has not been confirmed but we are looking to develop it within this area. We are consulting to hear your views on this.

We are seeking opinions and local knowledge about the Emerging Preferred Corridor during the consultation. We have split it into six sections so you can more easily comment on specific areas within it. The large scale map within this newsletter highlights the sections and also includes shading which shows where the location of infrastructure is more likely (darker areas) or less likely (lighter areas) to be situated. We call this the 'graduated swathe'.

We welcome your feedback on all aspects of our plans, including the areas of interest to you.



Indicative route of the Chesterfield to Willington



Get in touch

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The planning process



Find out more and have your say

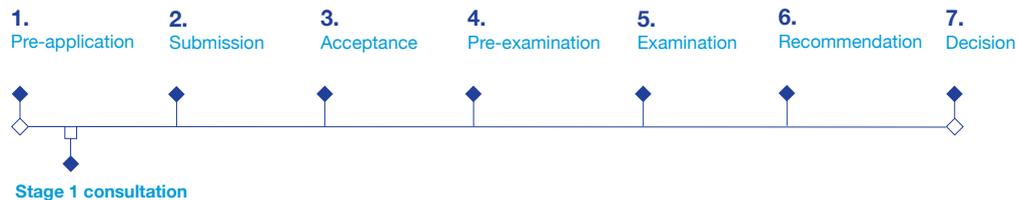


Chesterfield to Willington is classified as a Nationally Significant Infrastructure Project under the Planning Act 2008.

It will require a Development Consent Order (DCO) to build and operate the new Chesterfield to Willington line. Consultation is an important part of the DCO process, enabling everyone to comment on the proposals. Feedback at each stage of consultation – along with technical assessments and environmental surveys – helps to inform the development of our proposals before we submit a DCO application to the Planning Inspectorate.

Once submitted, the Planning Inspectorate will review and examine our application, including seeking further views from communities and interested parties. It will then make a recommendation to the Secretary of State for Energy Security and Net Zero, who will decide whether to grant consent.

Development Consent Order process



About National Grid Electricity Transmission

National Grid Electricity Transmission (NGET) is working to build a cleaner, fairer, and more affordable energy system that serves everyone; powering the future of our homes, transport, and industry.

NGET owns, builds, and maintains the high-voltage electricity transmission network in England and Wales. It is NGET that is developing proposals for Chesterfield to Willington.

The Chesterfield to Willington Stage 1 consultation runs from 14 May to 17 September 2024.

To learn about our proposals, you can:

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- [join an online webinar session](#);
- [view and collect copies of materials](#) from a local information point;
- [book a video or phone 'ask the expert' session](#);
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Consultation materials

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On our project website you can also view full route maps, sectional maps and use our interactive map.

Detailed technical information is also available on our connection points and our preferred option.

Please submit your feedback by 11:59pm on 17 September 2024.

How to respond

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You can complete the form online at nationalgrid.com/chesterfieldtowillington. Alternatively, paper copies are available to pick up from the local information points and at our events, or we'll deliver to you by post on request (please call or email us). You can also download and print a copy from our website and return it to us.

Email us

If you prefer to send us your comments via email, you can send them to us at chesterfield-willington@nationalgrid.com.

Send us a letter

You can send a letter or completed feedback form at no cost to **FREEPOST NATIONAL GRID PROJECTS (JBP)** - no stamp or further address is needed.

Call us

If you require any assistance with providing feedback, please call us on **0800 073 1047**. Lines are open Monday to Friday 9am-5:30pm, with an answerphone facility taking messages outside of these hours.

Public information events

You can visit our public information events (see times and locations below) to learn more about the proposals and speak to members of our team. The events will include display boards, a fly-through video of the proposed Emerging Preferred Corridor,

technical documentation and large-scale maps. Copies of the Project Background Document, maps and feedback forms will be available to take away from each event.

Area	Date	Time	Location
Alfreton Amber Valley District	Monday 8 July 2024	1pm-6pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Wednesday 10 July 2024	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE

Webinars and 'ask the expert' sessions

Webinars

A series of one-hour online webinars will be held to present our proposals and answer questions.

Webinars will provide either a general overview of the proposals or focus on particular sections as detailed in the table below. The route sections are shown on the large map within this newsletter. You can also enter a place of interest on our online interactive map to locate the section of most relevance to you.

A recording of a general overview presentation will be available to view on our website after the first webinar session. A recording of a general overview presentation is available to view on our website.

You can register to attend our webinars on our website: nationalgrid.com/chesterfieldtowillington

Webinar session	Date	Start time
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 21 May	6pm
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 9 July	6pm
Our proposals in Section 2 - Stretton to Ripley	Tuesday 16 July	6pm
Our proposals in Section 3 - Ripley to Morley	Monday 22 July	6pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 23 July	6pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Thursday 25 July	6pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Monday 29 July	6pm
Introduction to Chesterfield to Willington project proposals – general overview	Wednesday 31 July	6pm

'Ask the expert' sessions

You can also book a 'one-to-one' session with a member of the project team if you have a particular issue you would like to discuss. 'Ask the expert' sessions can be held via telephone call back or video conferencing call. Please call us on **0800 073 1047** or email chesterfield-willington@nationalgrid.com to book an appointment.

To help us set up the session and find the right expert(s), please tell us your preferred availability and question/topic of interest. These sessions are available throughout the duration of the consultation.

Local information points

Paper copies of the key consultation materials will be available at a number of locations within or near to the Emerging Preferred Corridor from the start of the consultation period. Printed copies of the consultation newsletter and feedback form are available to collect from these locations.

Reference copies of the Project Background Document, Strategic Options Report and Corridor Preliminary Routeing and Siting Study will be available to view.

Documents will be available at these locations throughout the consultation period. Please check with the relevant venue for the most up-to-date opening times.

Local information points

Erewash District

Ilkeston Library	Market Place, Ilkeston DE7 5RN
Long Eaton Library	Tamworth Road, Long Eaton NG10 1JG
Borrowash Library	Victoria Avenue, Borrowash DE72 3HE

Derby City District

Alvaston Library	London Road, Alvaston DE24 8QP
Mickleover Library	Holly End Road, Mickleover DE3 0EA
Normanton Library	St Augustine's Community Centre, Almond Street DE23 6LX
Riverside Library	Council House, Corporation Street DE1 2FS

Amber Valley District

Ripley Library	Grosvenor Road, Ripley DE5 3JE
Alfreton Library	Severn Square, Alfreton DE55 7BQ
Belper Library	Derwent Street, Belper DE56 1UQ
Hearon Library	Ilkeston Road, Hearon DE75 7DX

Bolsover District

Bolsover Library	Church Street, Bolsover S44 6HB
South Normanton Library	The Hub, Shiners Way, South Normanton DE55 2AA

North East Derbyshire District

Clay Cross Library	Holmgate Road, Clay Cross S45 9PH
Holmewood Library	Heath Road, Holmewood S42 5RB

Chesterfield District

Chesterfield Library	New Beetwell Street, Chesterfield S40 1QN
Newbold Library	Windemere Road, Chesterfield S41 8DU
Old Whittington Library	High Street, Chesterfield S41 9JZ

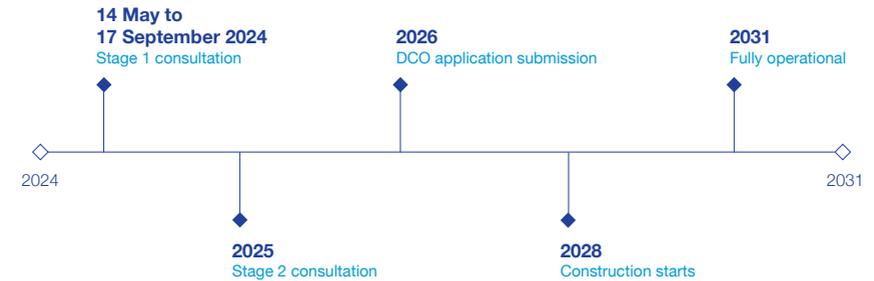
Next steps

All feedback must be received by the consultation close deadline of 11.59pm on 17 September 2024.

We will consider all the feedback we receive which, along with the outputs from the technical assessments and environmental surveys, will shape the development of our proposals.

We will also publish a summary of the key themes raised during this Stage 1 consultation and explain how feedback has informed the development of our proposals.

Following analysis of the feedback we will report back on the key themes raised during consultation.



These timings are indicative.

Get in touch

Call our freephone Community Relations helpline:
0800 073 1047 between 9am-5:30pm
 Monday to Friday - an answerphone facility will take messages outside of these hours.

Email us:
chesterfield-willington@nationalgrid.com.

Write to us:
FREEPOST NATIONAL GRID PROJECTS (JBP) -
 no stamp or further address is needed.

All consultation information including webinar registration links, an interactive map, consultation documents and a feedback form is available on our website:
nationalgrid.com/chesterfieldtowillington.

Information for landowners

If you feel your land may be affected by these proposals, our dedicated Chesterfield to Willington lands team will speak with you. You can contact them by emailing chesterfield-willington@ardent-management.com, calling on **0203 489 9414** or writing to **The Lands Team at Ardent, 36-38 Botolph Lane, London EC3R 8DE**.

This is the proposed Emerging Preferred Corridor and graduated swathe for Chesterfield to Willington.

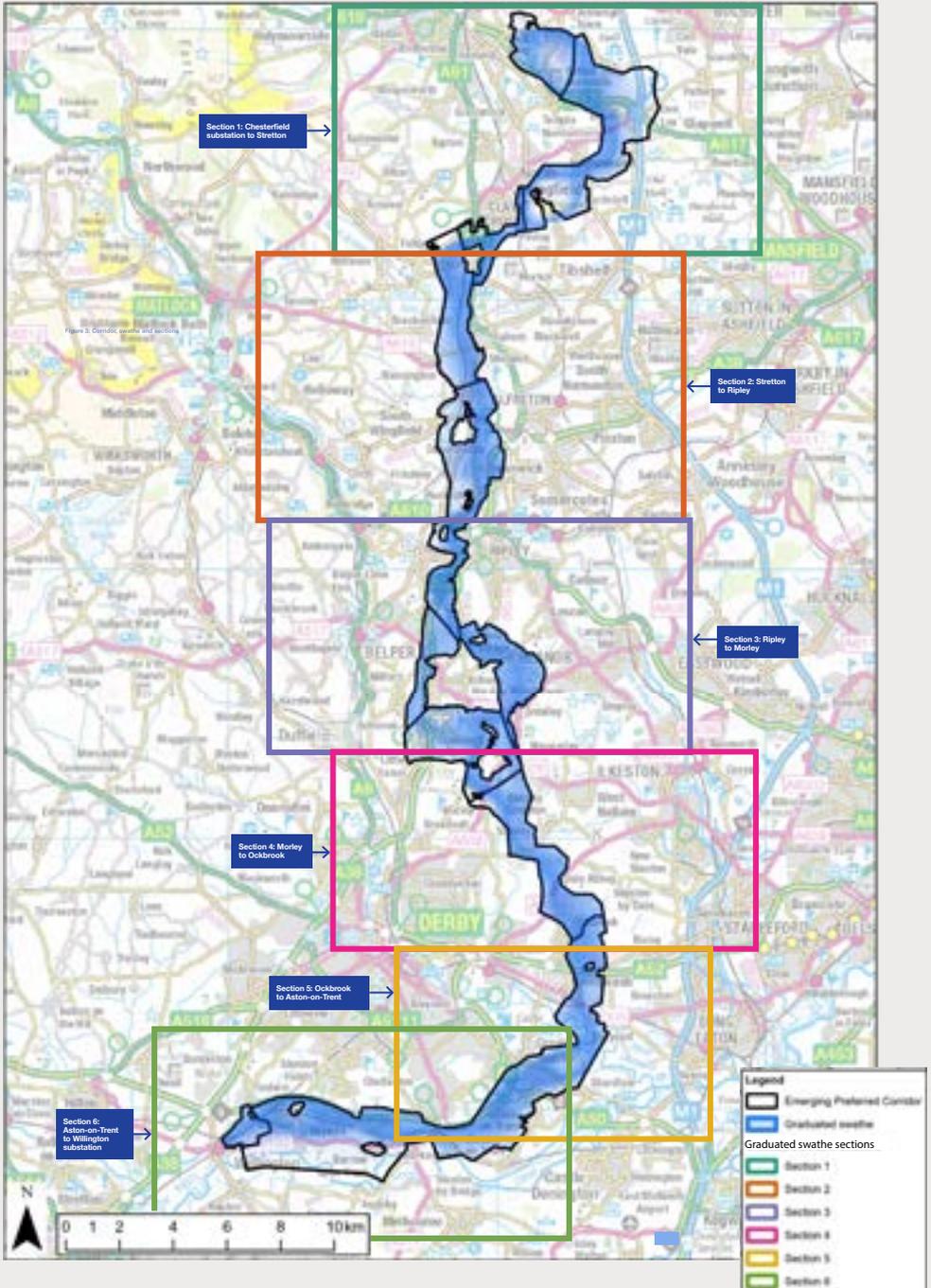
What this map shows
 This map shows an overview of our Emerging Preferred Corridor and graduated swathe. It also shows the sections that we have used to break down the route in our consultation materials, webinars, individual section maps and feedback form.

You can also use our interactive map to focus in on your areas of interest, including each section of the proposals.

Separate maps of each section area also available and can be downloaded online or viewed in person at our public information events. This can be found at nationalgrid.com/chesterfieldwillington

Graduated swathe
 The shaded areas within the Emerging Preferred Corridor show where the transmission system (overhead electricity line and pylons) is deemed more or less likely to be situated, based on environmental factors and constraints. Darker shades signify areas where infrastructure placement is anticipated to be more appropriate within the corridor, while lighter shading identifies areas where it is anticipated to be less appropriate.

Emerging Preferred Corridor
 This is indicated by the black line boundary and outlines the proposed area within which the transmission system (overhead electricity line and pylons) could be routed.



Appendix D. Poster

Appendix D Poster

D.1 Stage 1 Consultation Poster

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

Our existing power lines do not have the sufficient capacity for all the new sources of energy, mostly from offshore wind, due to connect to the network over the next ten years and beyond. Our Chesterfield to Willington proposals would allow clean energy to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

During this consultation, we are seeking views and local knowledge about the proposed area within which the pylons could be routed.

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 9 July 2024.**

Visit nationalgrid.com/chesterfieldtowillington to find out more.

Get in touch

0800 073 1047

(Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

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no stamp or further address is needed

View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map, the events schedule and register for our webinars.



D.2 Stage 1 Consultation Poster with Events

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

Our existing power lines do not have the sufficient capacity for all the new sources of energy, mostly from offshore wind, due to connect to the network over the next ten years and beyond. Our Chesterfield to Willington proposals would allow clean energy to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

During our Stage 1 consultation we invite you to attend one of our public information events to learn more about the proposals and speak to members of our team.

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 9 July 2024**.

Visit nationalgrid.com/chesterfieldtowillington to find out more.

Area	Date	Time	Location
Shardlow South Derbyshire District	Thursday 30 May 2024	1:30pm-6:30pm	Shardlow Village Hall 31 The Wharf, Shardlow DE72 2GH
Glapwell Bolsover District	Friday 31 May 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Kilburn Amber Valley District	Monday 3 June 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Alfreton Amber Valley District	Tuesday 4 June 2024	2pm-7pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Tuesday 11 June 2024	1:30pm-6:30pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 14 June 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 15 June 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Borrowash Erewash District	Thursday 20 June 2024	12pm-5pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE
Findern South Derbyshire District	Friday 21 June 2024	1pm-6pm	Findern Village Hall 7 Castle Hill, Findern DE65 6AL

Get in touch

0800 073 1047

(Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map and register for our webinars.



D.3 Stage 1 Consultation Poster Updated June 2024

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

Our existing power lines do not have the sufficient capacity for all the new sources of energy, mostly from offshore wind, due to connect to the network over the next ten years and beyond. Our Chesterfield to Willington proposals would allow clean energy to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

During this consultation, we are seeking views and local knowledge about the proposed area within which the pylons could be routed.

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 17 September 2024**.

Visit nationalgrid.com/chesterfieldtowillington to find out more.

Get in touch

0800 073 1047

(Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

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View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map, the events schedule and register for our webinars.



D.4 Stage 1 Consultation Poster with Events Updated June 2024

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

Our existing power lines do not have the sufficient capacity for all the new sources of energy, mostly from offshore wind, due to connect to the network over the next ten years and beyond. Our Chesterfield to Willington proposals would allow clean energy to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

During our Stage 1 consultation we invite you to attend one of our public information events to learn more about the proposals and speak to members of our team.

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 17 September 2024**.

Visit nationalgrid.com/chesterfieldtowillington to find out more.

Area	Date	Time	Location
Alfreton Amber Valley District	Monday 8 July 2024	1pm-6pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Wednesday 10 July 2024	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE

Get in touch

0800 073 1047

(Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map and register for our webinars.



Appendix E. Feedback Form

Appendix E

Feedback Form

E.1 Feedback Form May 2024

The Great Grid Upgrade

Chesterfield to Willington

Stage 1 consultation feedback form

May – July 2024

Overview

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line between a new substation at Chesterfield and the existing Willington substation.

The Chesterfield to Willington project will support the UK's net zero target by adding capacity to accommodate increasing power flows of energy

generated mostly from offshore wind, in Scotland and North East England, which are expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network.

Your feedback

We are seeking your views on our current proposals. Your feedback will play an important role in helping us to develop and refine our plans. The feedback we receive at this first stage of consultation, along with outputs from technical assessments and environmental surveys, will shape the development of our proposals for Chesterfield to Willington.

Following this stage of consultation, we will provide an update to outline the key themes raised in the feedback we have received, along with our responses. We will present updated proposals for the Chesterfield to Willington project during our next stage of consultation. Following further development and finalisation of detailed proposals, we will submit our Development Consent Order application to the Planning Inspectorate. This will include a Consultation Report to show how we have had regard to the feedback we have received.

You can provide feedback during this Stage 1 consultation by completing this feedback form or you can complete it online at nationalgrid.com/chesterfieldtowillington.

You are welcome to answer all or only some of the questions, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation.

Send your completed feedback form at no cost to
FREEPOST NATIONAL GRID PROJECTS (JBP)

[View all Stage 1 consultation information](#)

Scan the QR code to be directed to our website. Here you can view all consultation materials and our interactive map which may help inform your feedback.



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 Chesterfield to Willington?

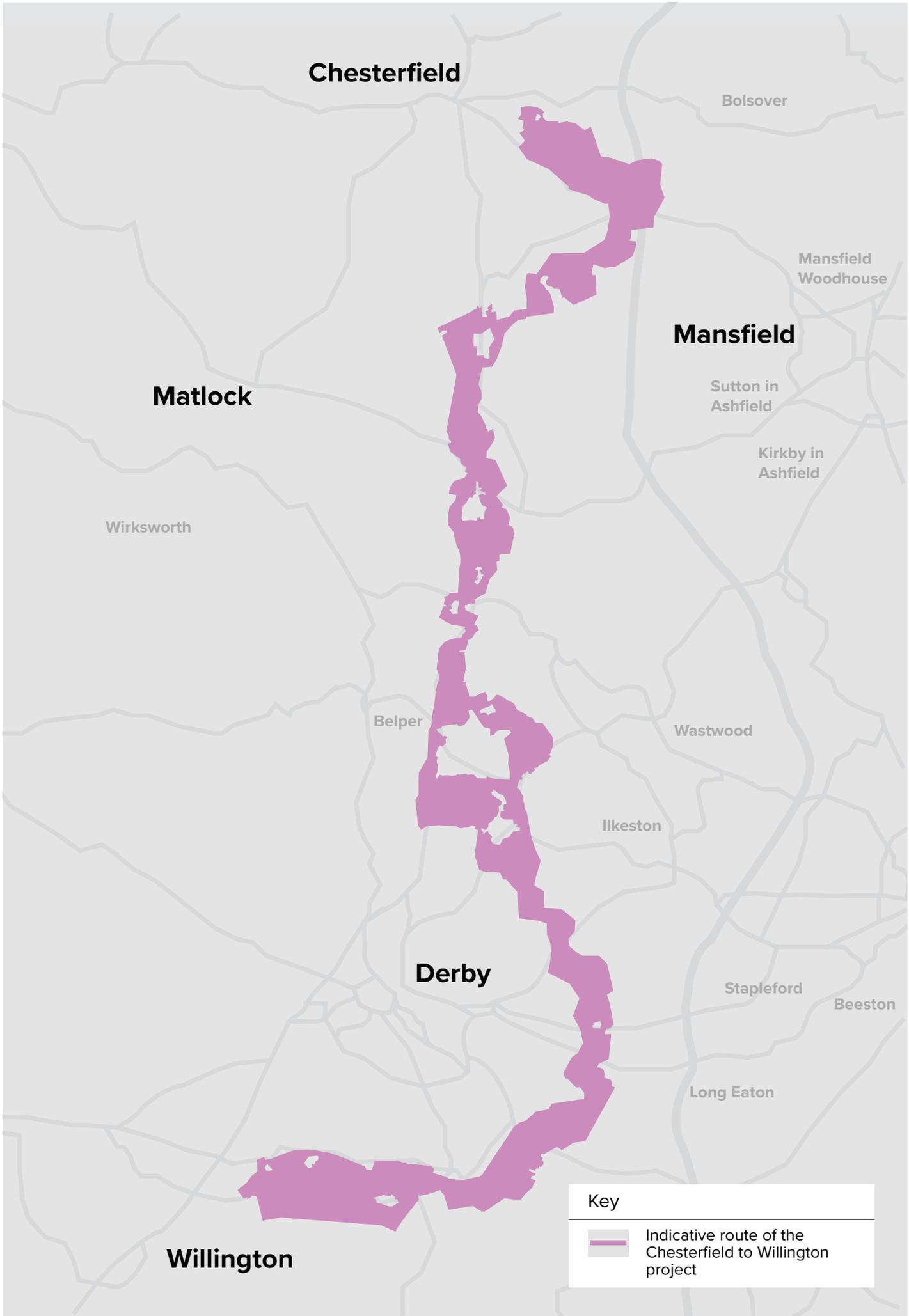
- Local resident
- Local representative (e.g. Councillor, MP)
- Landowner or tenant/occupier within the preferred corridor
- Local business owner
- Regular visitor
- Local interest group member (if so, please provide group name)
- Statutory organisation (please specify in the text box below)
- Other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

1. Connecting at Chesterfield and Willington

Our preferred strategic option presents Chesterfield and Willington as our substation connection points for the proposed new overhead line. We evaluated several potential options that could provide additional transmission capability. Our Strategic Options Report (SOR) explains in detail how we have considered a range of technical, environmental, community, programme and cost factors to determine the most suitable strategic connection point options to take forward. This report can be accessed at nationalgrid.com/chesterfieldtowillington.

Refer to the indicative map on page 3 to see the Chesterfield and Willington connection locations.

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



Our proposals for Chesterfield to Willington

Emerging Preferred Corridor and graduated swathe

The Emerging Preferred Corridor is the proposed area within which the proposed infrastructure could be located between the connection substations. We initially identified and appraised eight corridor options.

The Emerging Preferred Corridor, as presented at this stage of consultation, was ultimately selected having sought to, as far as is reasonably practicable, avoid potential impacts to community value areas and find a more direct path where possible.

Following the selection of the Emerging Preferred Corridor, we produced a graduated swathe which is indicated by the shaded areas within the corridor. This shows where the transmission system (overhead electricity line and pylons) could be situated when taking into account environmental factors and constraints. Darker shades signify where infrastructure placement could potentially be more appropriate within the corridor. Further information on how to interpret the graduated swathe is included in our Project Background Document and Corridor and Preliminary Routeing and Siting Study (CPRSS).

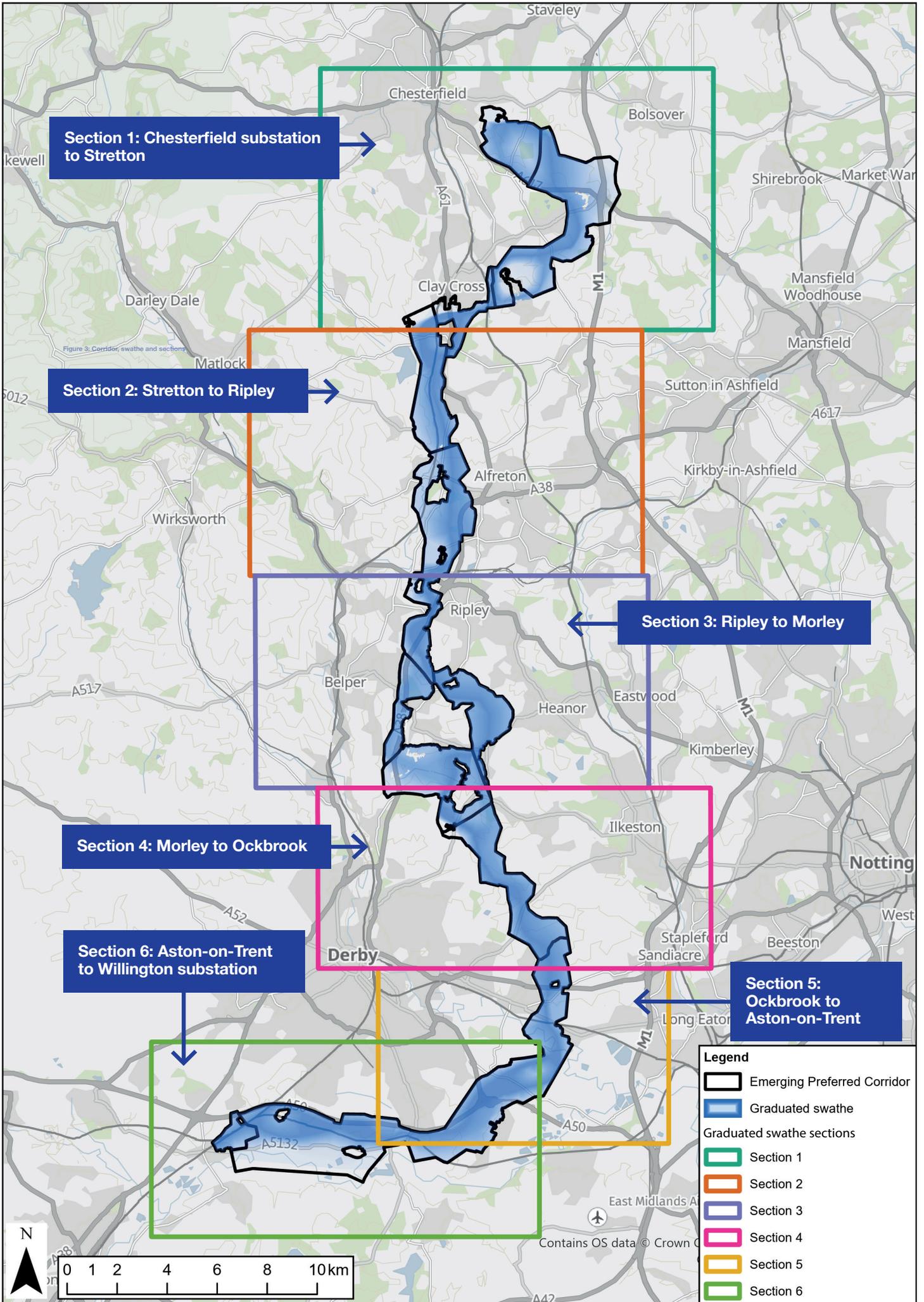
We will bring forward more detailed proposals for further consultation. For now, we would like to hear your thoughts about our Emerging Preferred Corridor, the graduated swathe and any considerations you would like us to consider.

To help provide feedback on the area or areas that are most relevant to you, we have divided the corridor into six sections.

These sections are labelled on the map on opposite, with detailed information available in our wider materials on our website: nationalgrid.com/chesterfieldtowillington.

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

Scan the QR code to be directed to our website to find out more information.



The Emerging Preferred Corridor is indicated by the black line boundary and outlines the proposed area within which the transmission system (overhead electricity line and pylons) could be routed.

We considered and assessed several options to select a corridor between Chesterfield and Willington.

2a) Do you agree with the Emerging Preferred Corridor that has been identified for each section of the proposed route?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Chesterfield substation to Stretton	<input type="checkbox"/>				
Section 2: Stretton to Ripley	<input type="checkbox"/>				
Section 3: Ripley to Morley	<input type="checkbox"/>				
Section 4: Morley to Ockbrook	<input type="checkbox"/>				
Section 5: Ockbrook to Aston-on-Trent	<input type="checkbox"/>				
Section 6: Aston-on-Trent to Willington substation	<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

Scan the QR code to be directed to our website to find out more information.



The shaded areas within the Emerging Preferred Corridor show where the transmission system (overhead electricity line and pylons) could be situated when taking into account environmental factors and constraints. Darker shaded areas signify where infrastructure placement could potentially be more appropriate within the corridor. The shaded area is referenced throughout this document as the 'graduated swathe' or 'swathe'.

The corridor and swathe within it, has been split into six sections to make it easier for you to give feedback about any particular areas that you wish to comment on. The following questions are broken down into the relevant six sections as below:

- **Section 1: Chesterfield substation to Stretton**
- **Section 2: Stretton to Ripley**
- **Section 3: Ripley to Morley**
- **Section 4: Morley to Ockbrook**
- **Section 5: Ockbrook to Aston-on-Trent**
- **Section 6: Aston-on-Trent to Willington substation**

We welcome your comments on all sections. There are several instances along our Emerging Preferred Corridor where we are considering different options for the potential routing 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 Chesterfield to Willington.



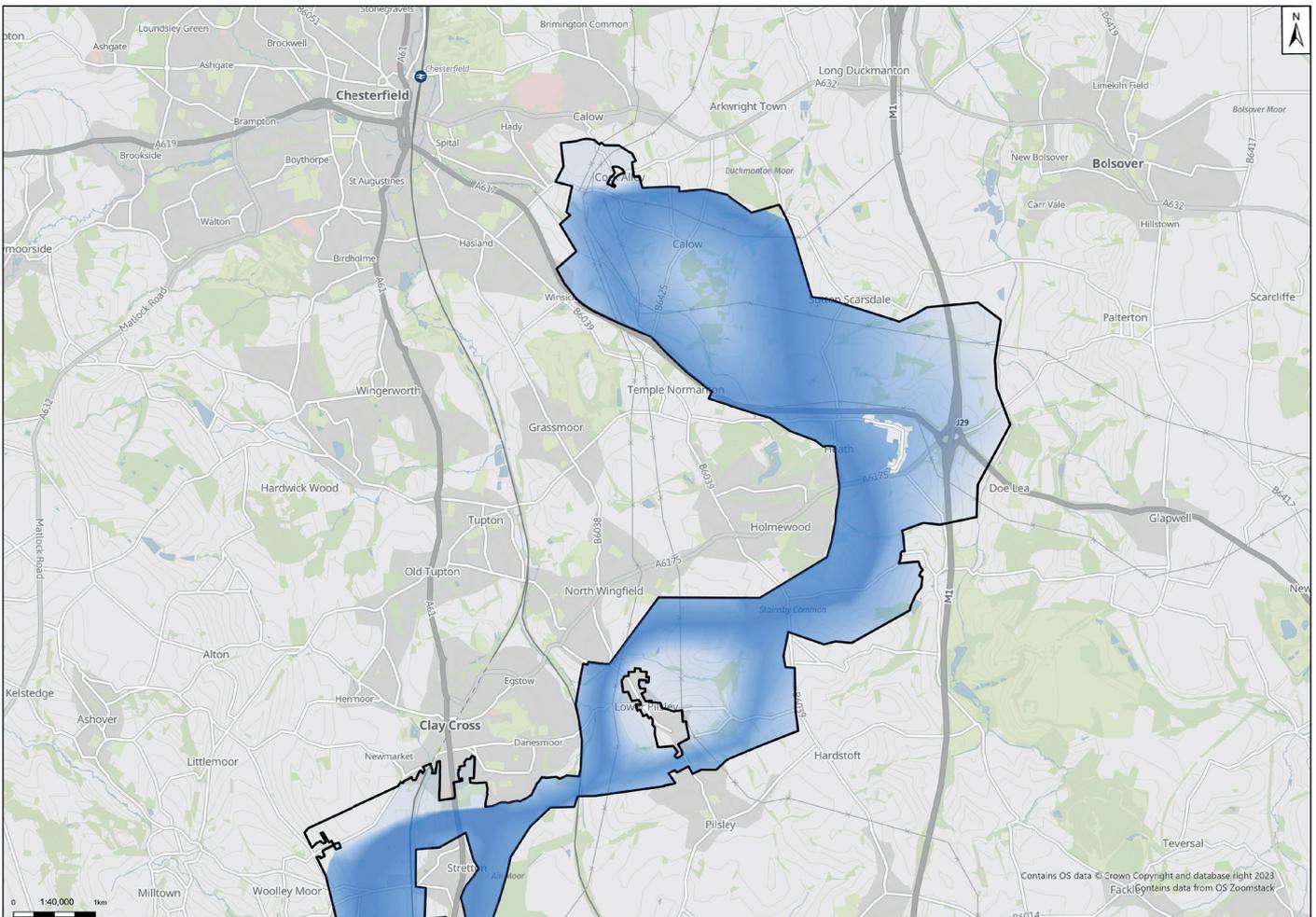
Section 1: Chesterfield substation to Stretton

Scan the QR code to be directed to our website to find out more information.



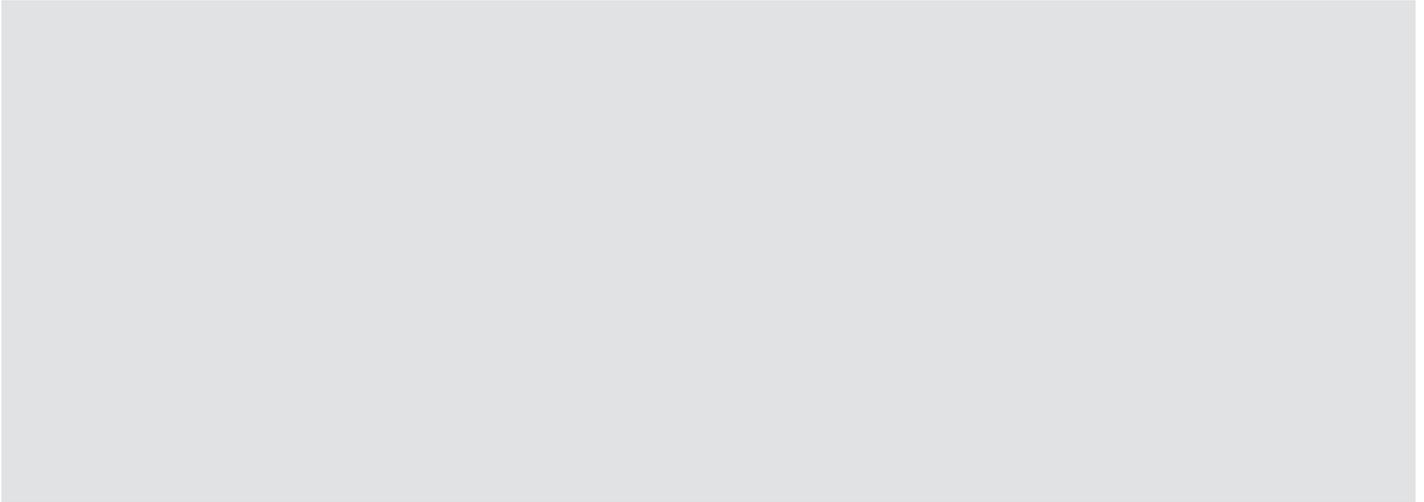
From Chesterfield substation, there are two potential paths of preference either north of Calow towards Sutton Scarsdale which broadly follows existing 132 kV overhead lines or south of Calow towards the A617 road. The M1 motorway linear corridor increases the length of line required whilst between Holmewood and Heath offers the shortest, straightest path, while seeking to avoid a number of listed buildings, areas of ancient woodland and the Heath Village Conservation Area.

Moving further west, potential paths are available north or south of Lower Pilsley with preference shown to the north reflecting the presence of community amenities and ancient woodland towards the south.

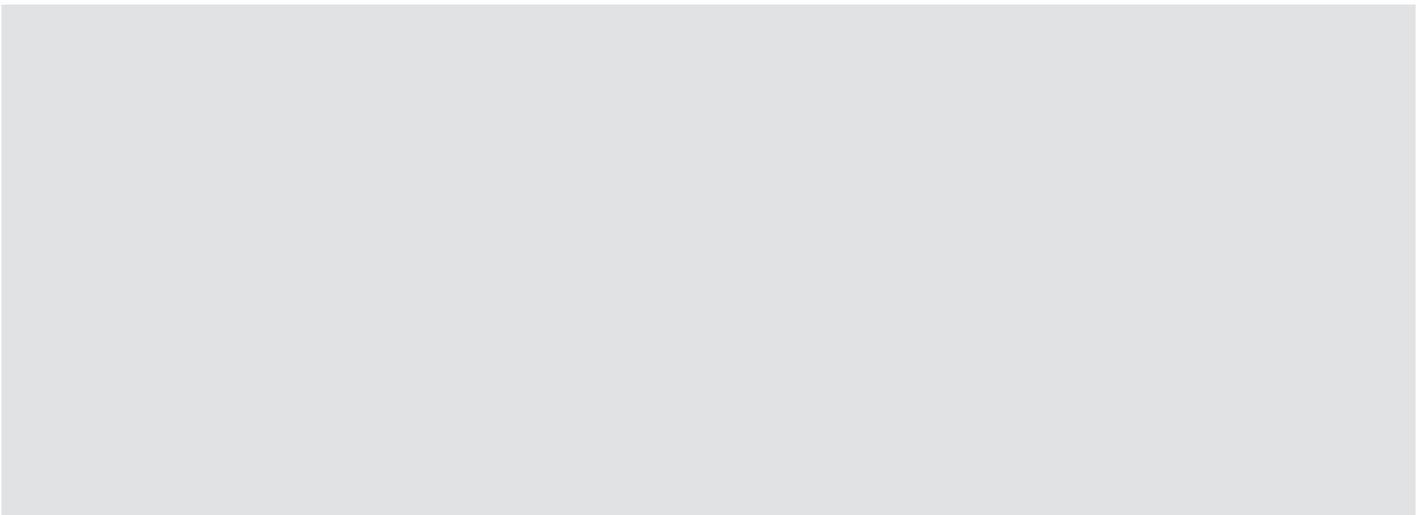


Section 1 of the Emerging Preferred Corridor

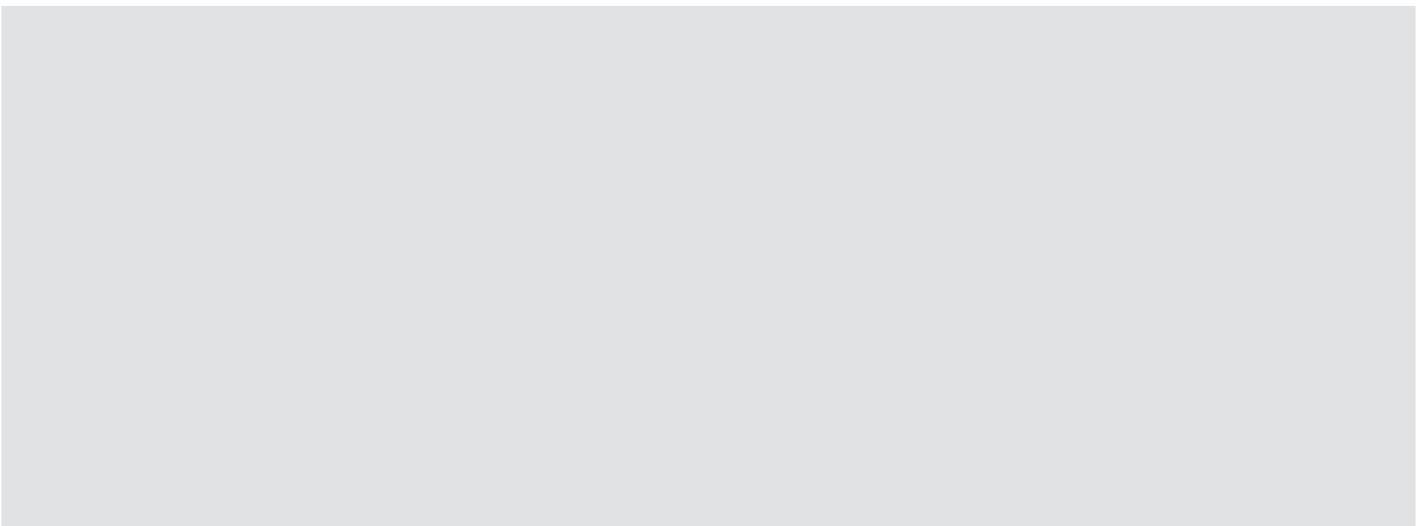
3a) Do you have a preference for the new line to be located north or south of Calow? Please explain the reason(s) for your preference.



3b) Do you have a preference to then follow the M1 or to take a shorter, straighter path between Holmewood and Heath? Please explain the reason(s) for your preference.



3c) Do you have a preference for it then to go north or south of Lower Pilsley? Please explain the reason(s) for your preference.



Section 2: Stretton to Ripley

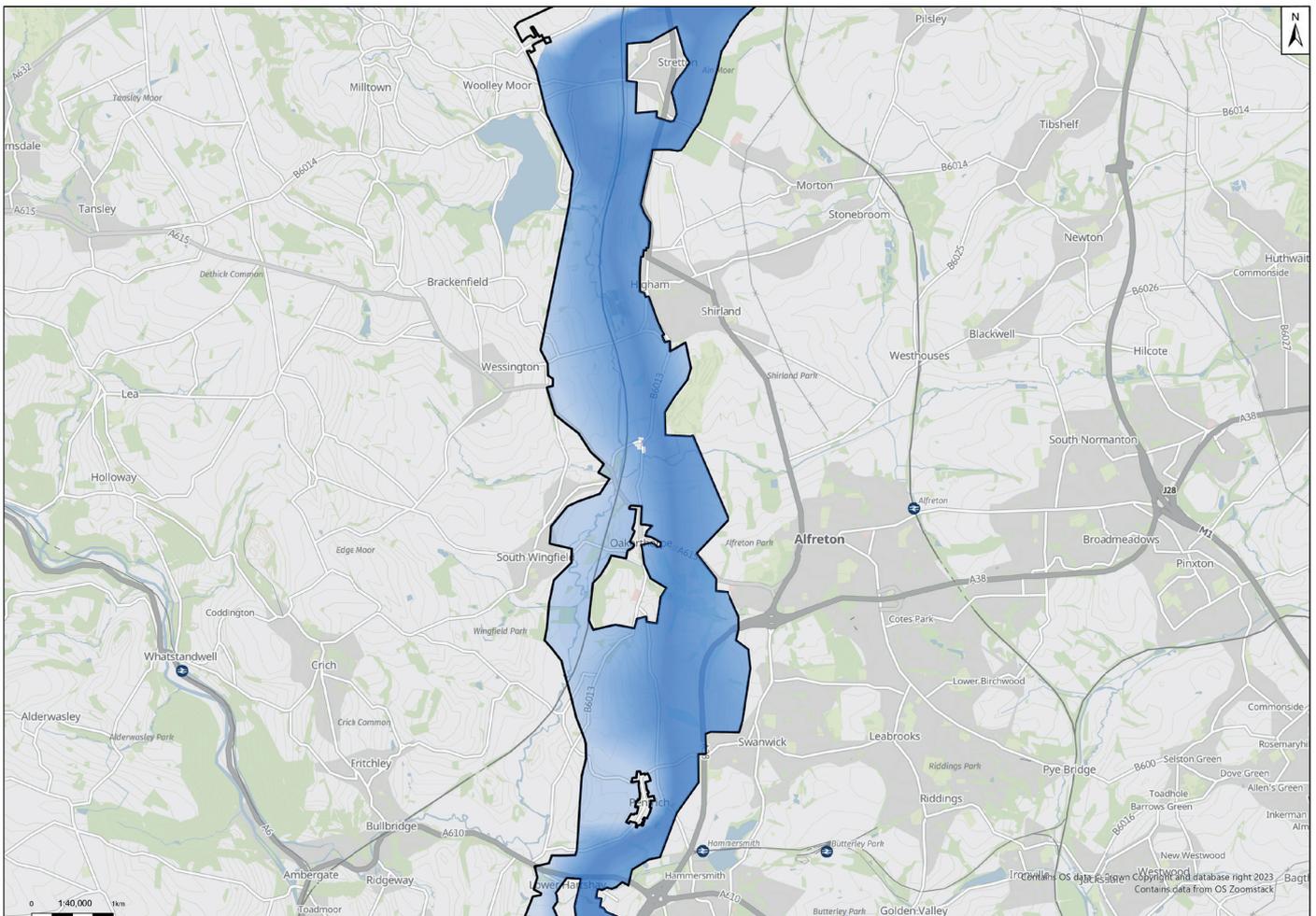
Scan the QR code to be directed to our website to find out more information.



The graduated swathe shows a potential path east of Stretton which would offer a more direct route than to the west and avoid the need to cross the River Amber and railway line as the corridor travels south towards Oakerthorpe. To the west of Stretton, crossing the River Amber may also be avoided but the railway line would require crossing twice.

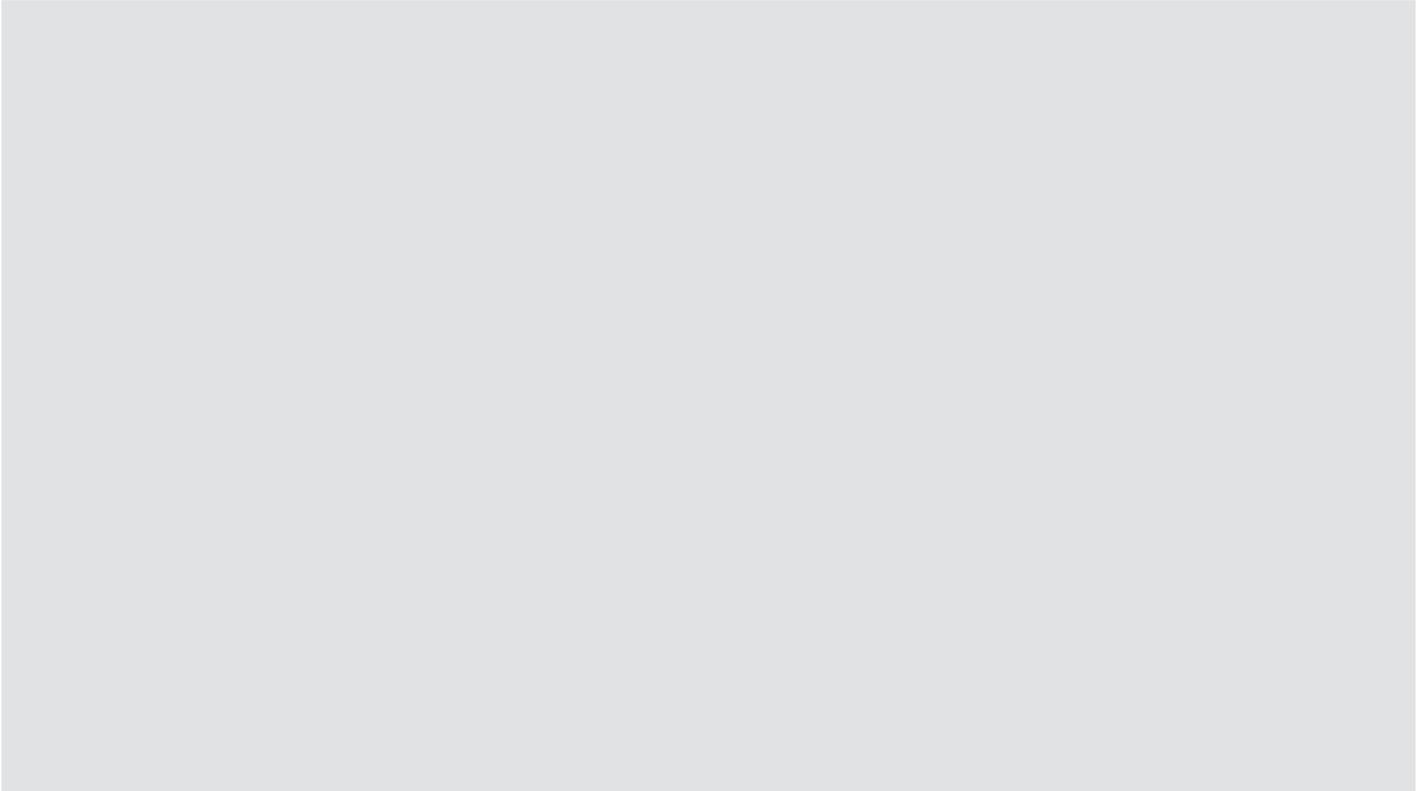
The corridor presents potential paths either side of Oakerthorpe. To the west where the swathe is lighter, there are a number of features including the presence of Flood Zones 2 and 3 associated with the River Amber, as well as South Wingfield Conservation Area and Castle Hill monument, all of which would likely need to cross. A preference is therefore given for the eastern arm, which would require crossing Alfreton Golf Club but offers the potential to avoid Oakerthorpe Local Nature Reserve through appropriate routing.

Around Pentrich and Lower Hartshay options are shown to the east and west of both settlements, and a preference indicates a preference to the east by the darker swathe as this provides the most direct route.

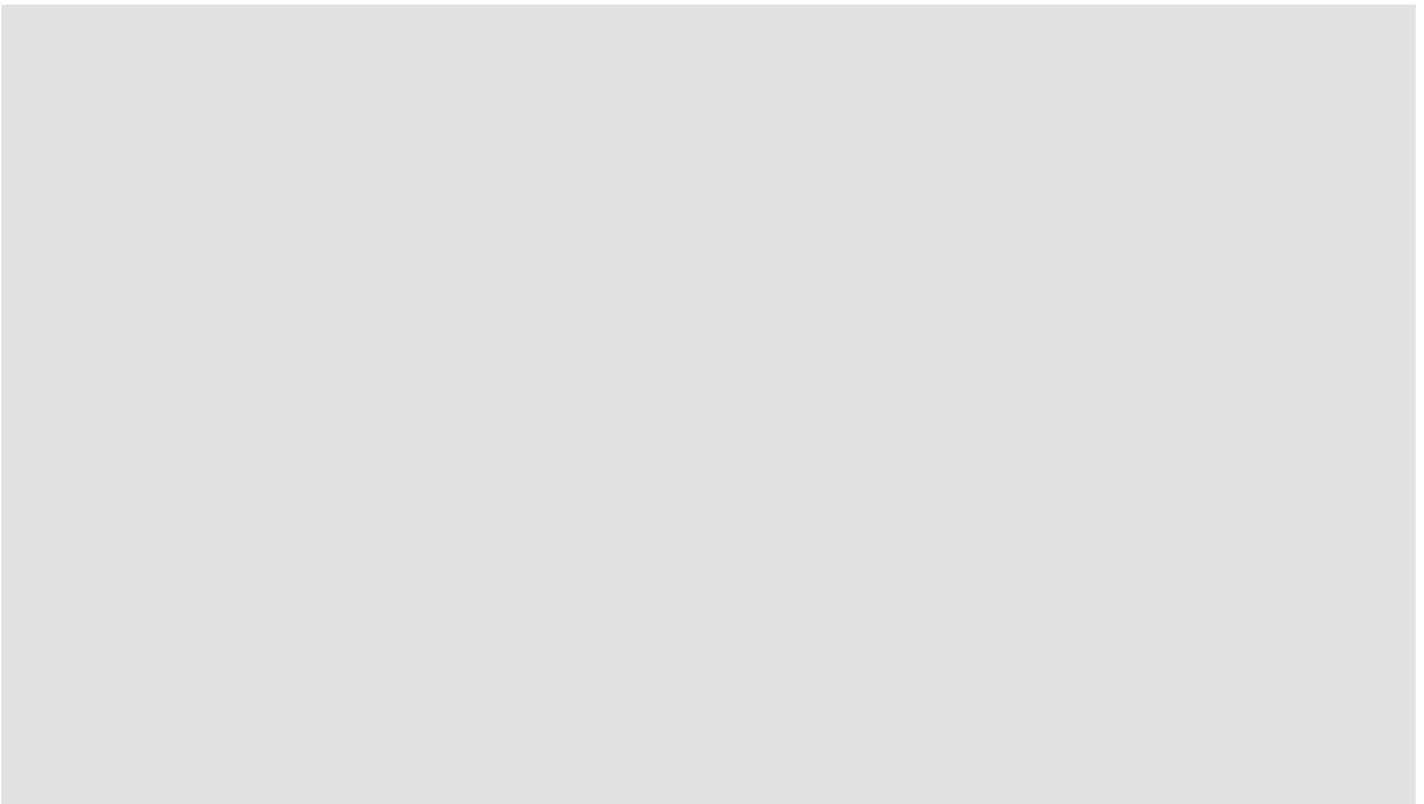


Section 2 of the Emerging Preferred Corridor

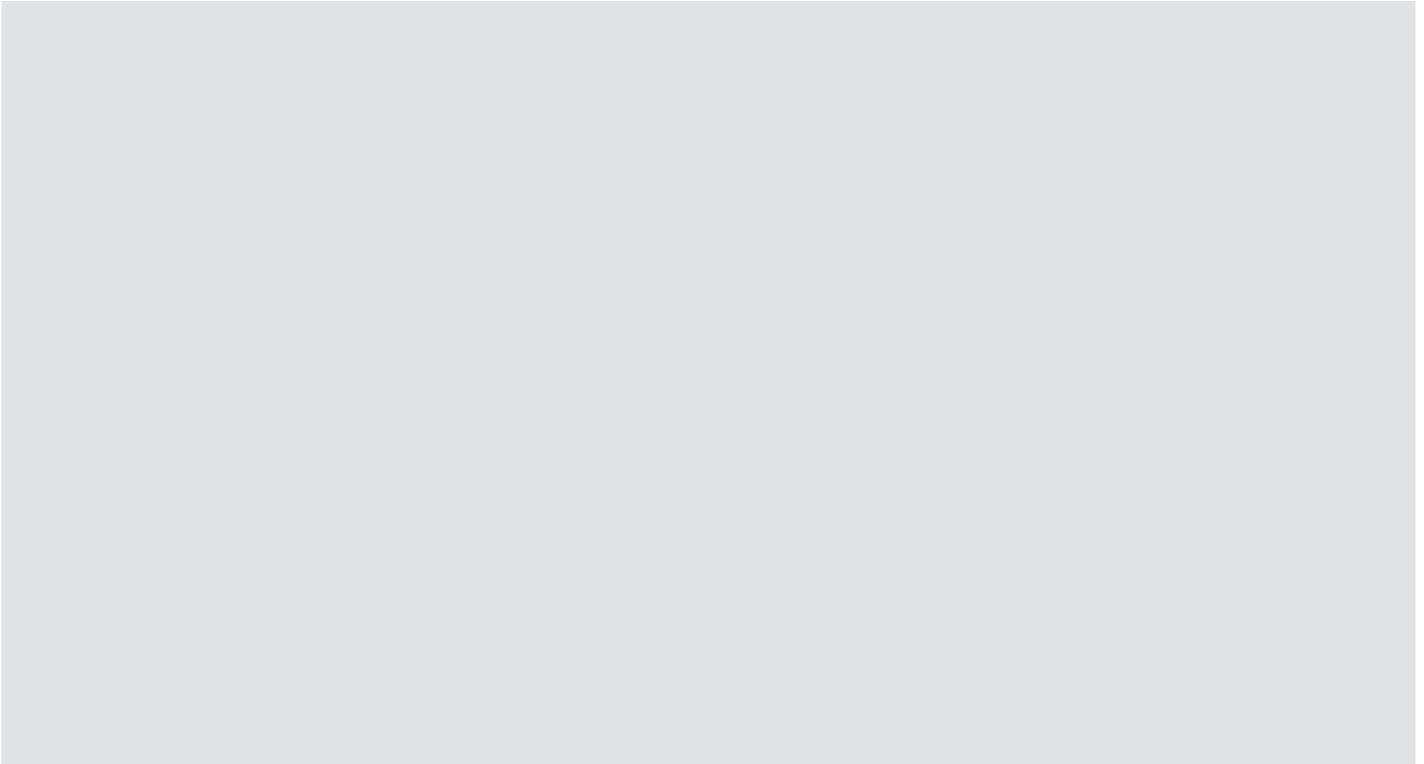
3d) Do you have a preference for it to go east or west of Stretton? Please explain the reason(s) for your preference.

A large, empty grey rectangular area intended for the respondent to provide their answer to question 3d.

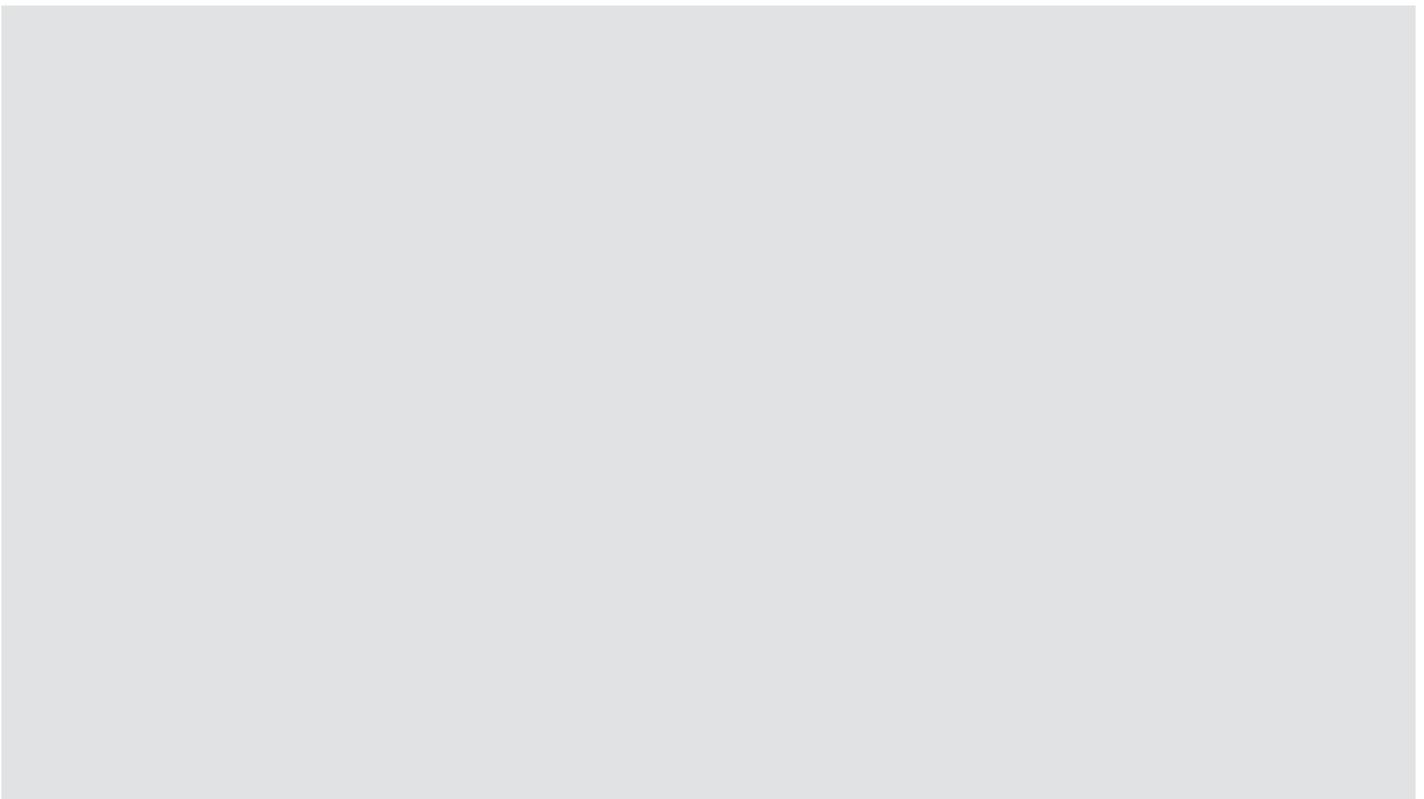
3e) Do you have a preference for it to the west or east of Oakerthorpe? Please explain the reason(s) for your preference.

A large, empty grey rectangular area intended for the respondent to provide their answer to question 3e.

3f) Do you have a preference for it to go east or west of Denby Bottles, Denby Village, Rawson Green, Kilburn, Lower Kilburn and Horsley Woodhouse? Please explain the reason(s) for your preference.



3g) Do you have a preference for it to go to the west or east of Morley? Please explain the reason(s) for your preference.

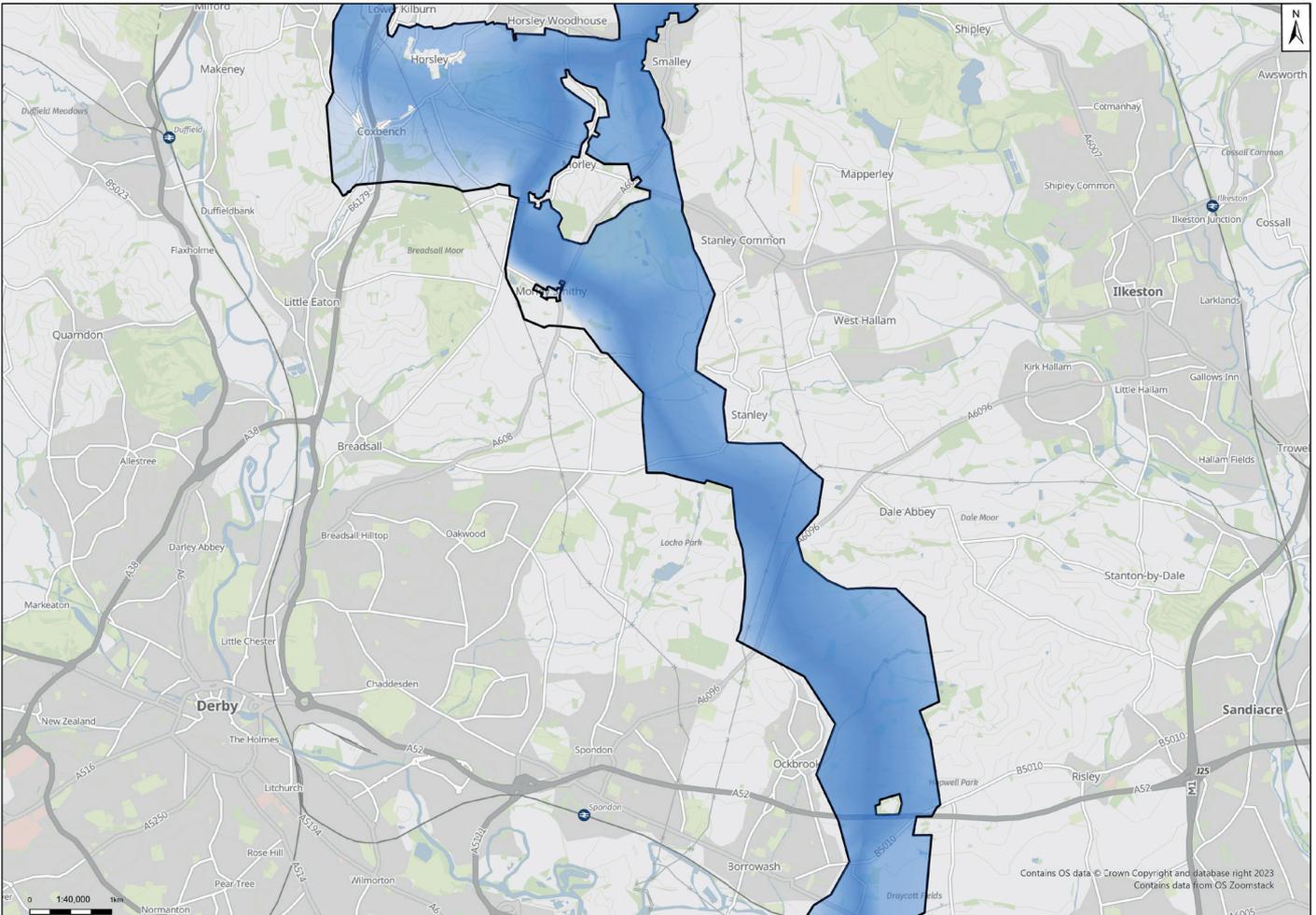


Section 4: Morley to Ockbrook

Scan the QR code to be directed to our website to find out more information.

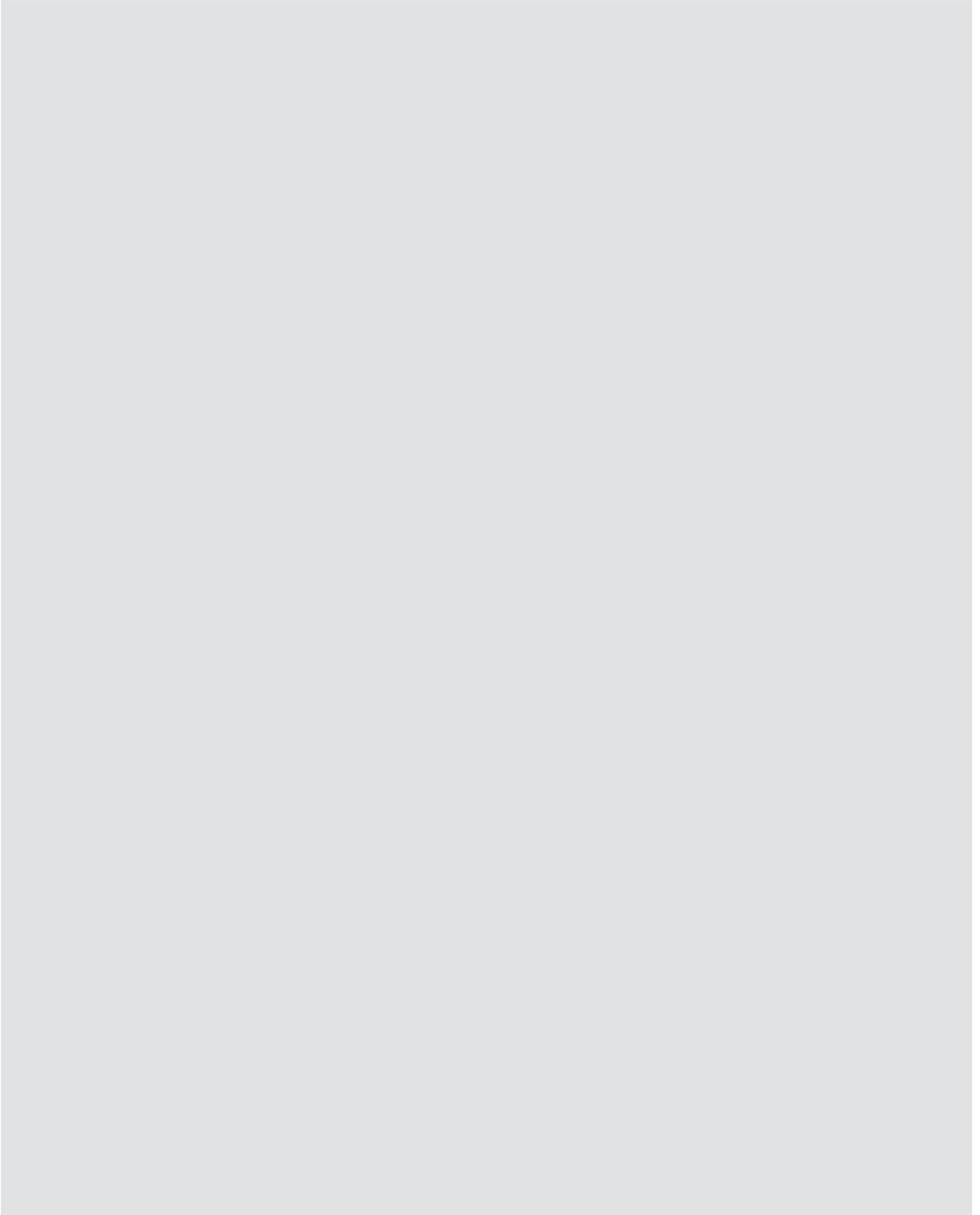


Here the corridor consists of a relatively unconstrained area with a preference shown for a more direct path which seeks to avoid features. Preference is shown along the western edge of the corridor towards Ockbrook to maintain a direct path while avoiding ancient woodland and retaining sufficient distance from the village.



Section 4 of the Emerging Preferred Corridor

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

A large, empty gray rectangular area intended for user comments. It occupies the majority of the page below the question.

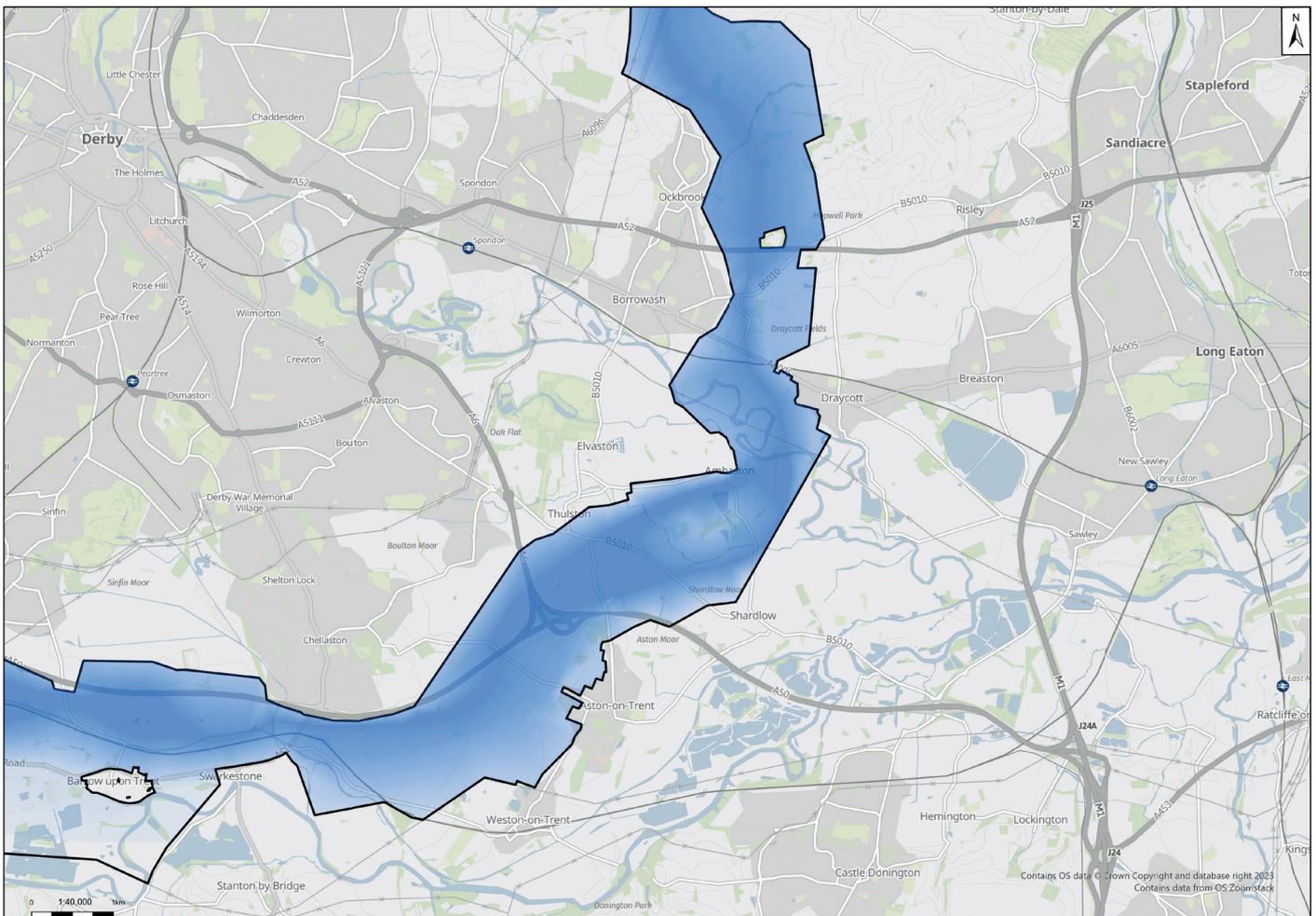
Section 5: Ockbrook to Aston-on-Trent

Scan the QR code to be directed to our website to find out more information.



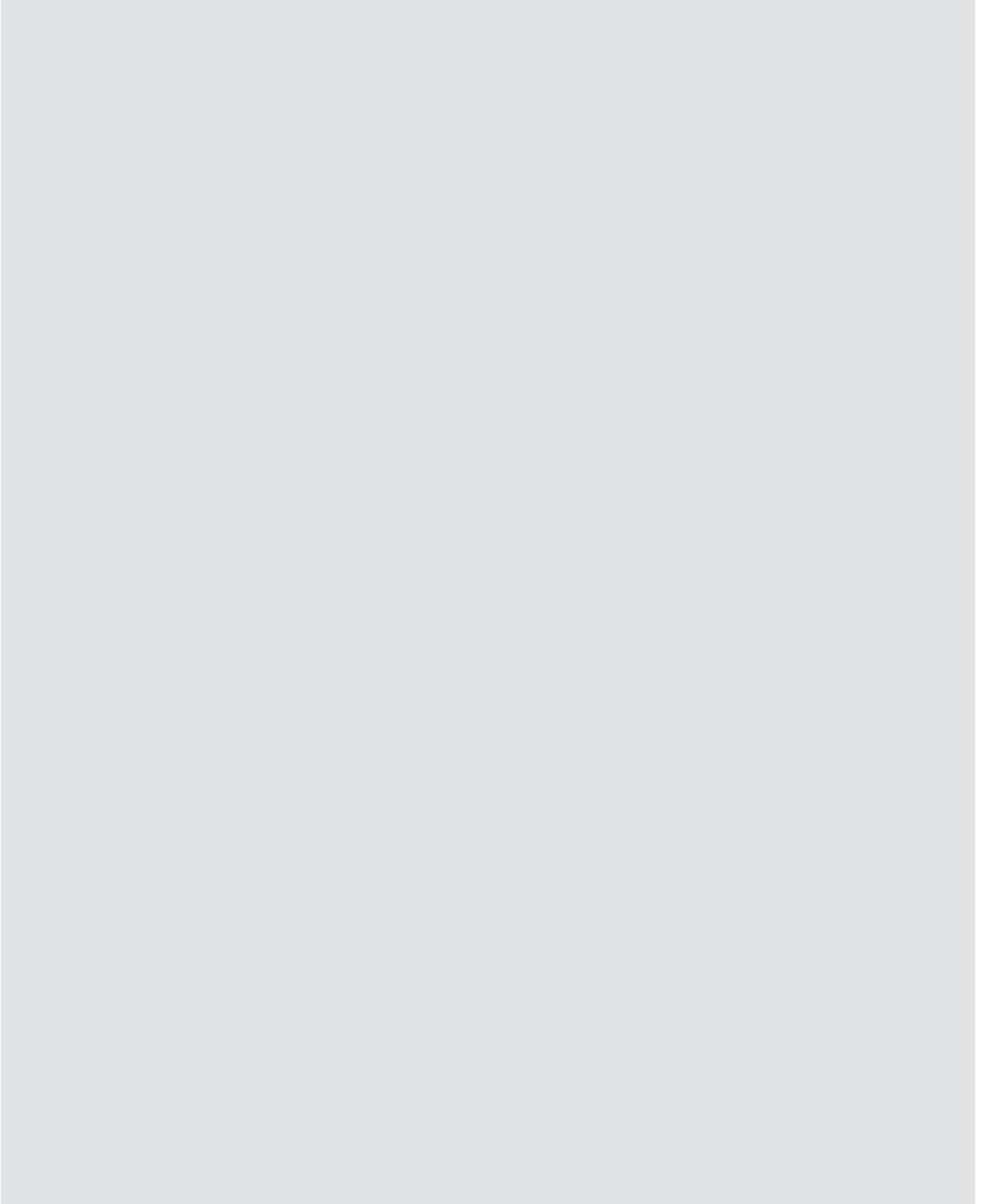
The River Derwent and associated Flood Zones 2 and 3 are unavoidable in this section. Preference is shown to the east where it may be possible to avoid potential multiple crossings of the river while also maintaining a distance from Draycott.

The graduated swathe indicates a relatively wide area to cross the A50/A6 road network junction north of Aston-on-Trent, while seeking to avoid landmarks such as Elvaston Castle Country Park which are outside of the northern edge of the corridor.



Section 5 of the Emerging Preferred Corridor

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



Section 6: Aston-on-Trent to Willington substation

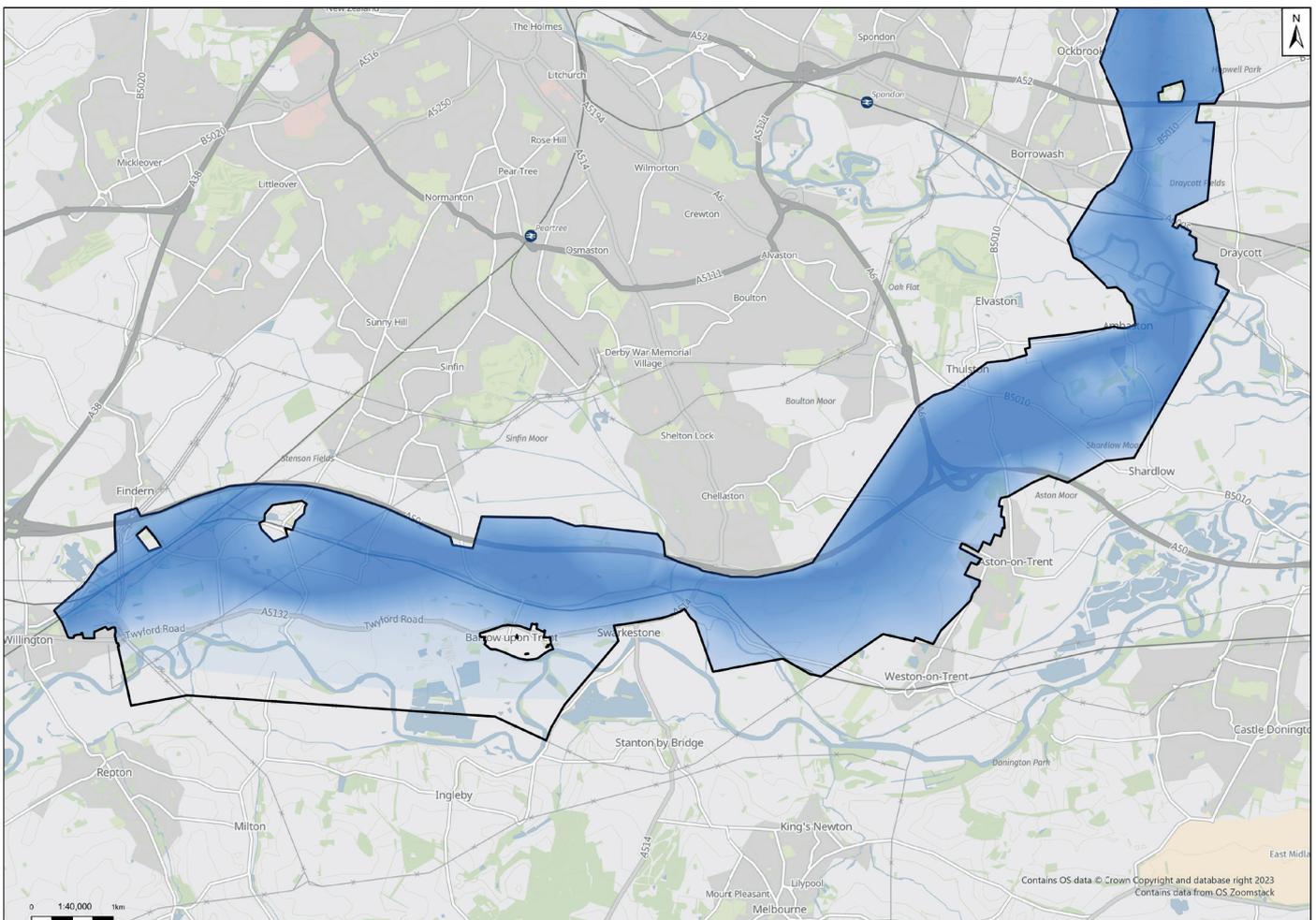
Scan the QR code to be directed to our website to find out more information.



Travelling from Aston-on-Trent towards Swarkestone and onto Willington substation, a preference is shown along the north of the corridor which provides a more direct path between Chellaston and Swarkestone, seeking to avoid the Trent and Mersey Canal and associated Conservation Area together with the railway line.

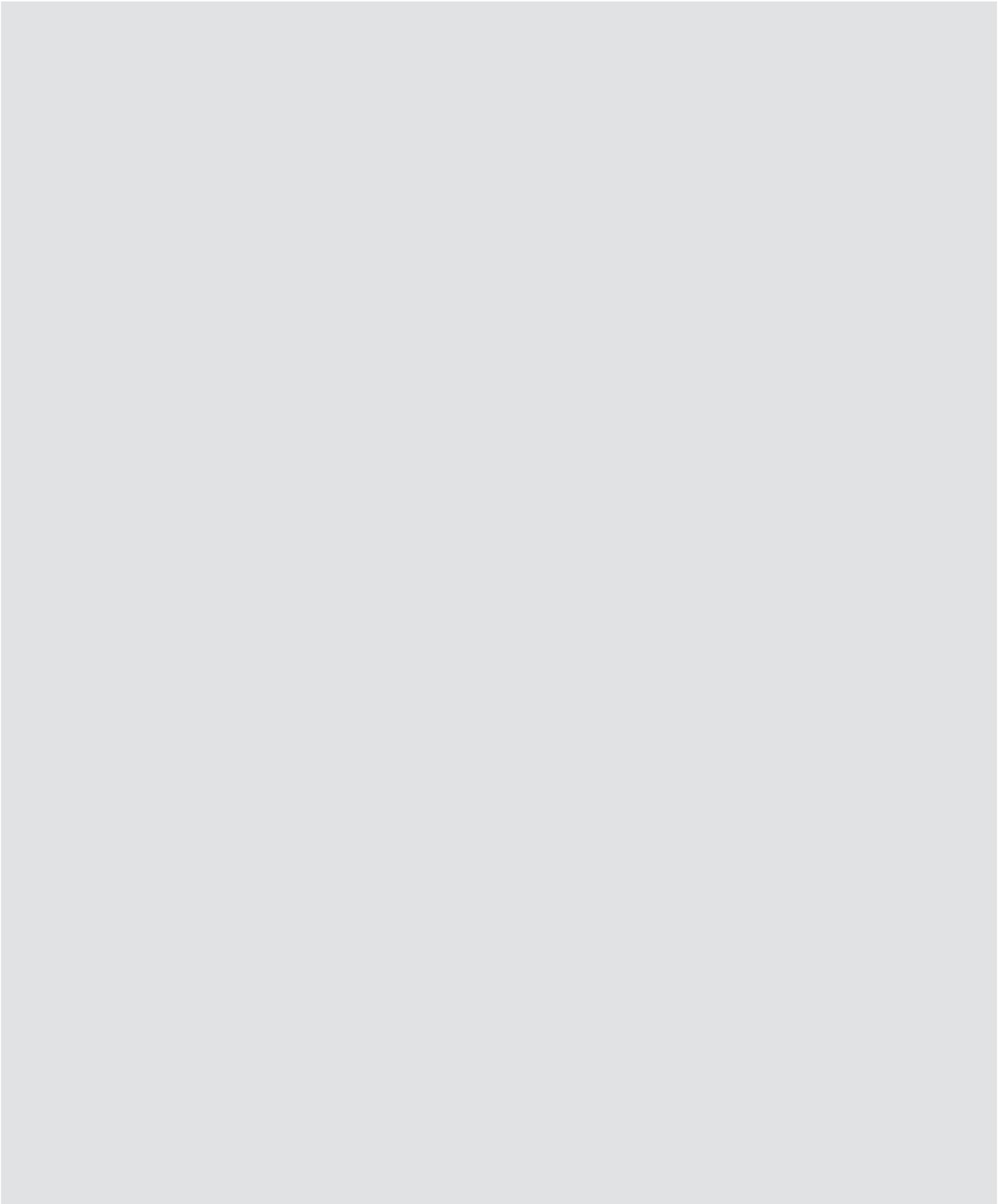
It will be important to minimise crossings over the Trent and Mersey Canal and its associated Conservation Area together with the railway line. The swathe indicates a relatively wide area in which we may identify an appropriate crossing.

Two existing 400 kV overhead lines enter Willington substation from the south and to establish a path here would require substantial work. Entering north of the substation is also constrained by the former power station site, railway line and five 132 kV overhead lines.



Section 6 of the Emerging Preferred Corridor

3j) Do you have any preference for the overhead lines entering the substation from the south or the north? Please explain the reason(s) for your preference.



4. Associated works and other aspects

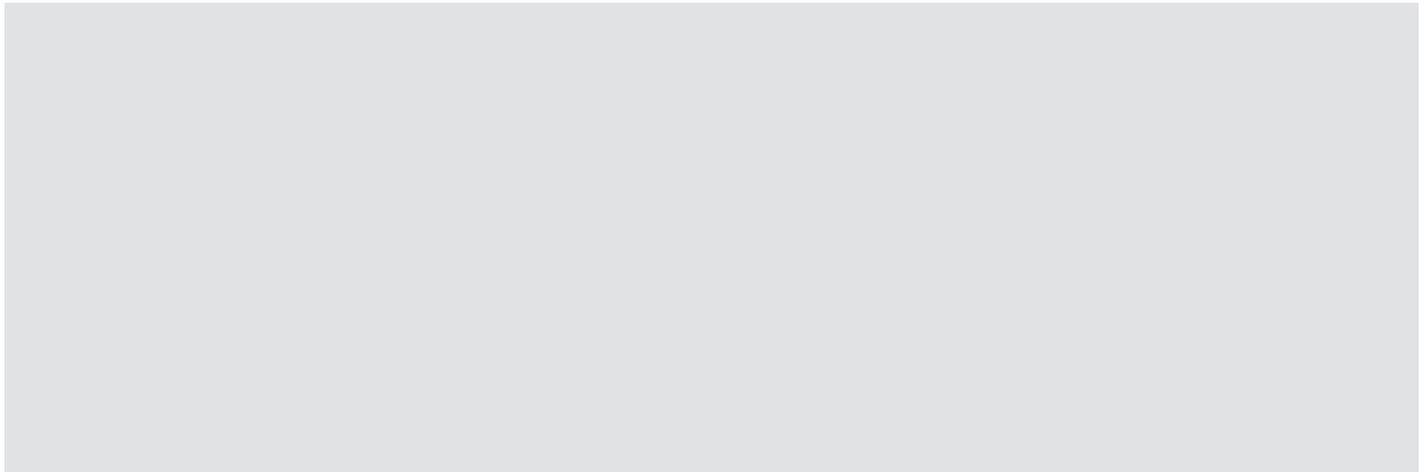
Alongside the proposed new overhead electricity line, additional land will also be required to build and reduce the potential impacts of the proposed reinforcement. These include, but are not limited to, the following:

Modifications to the wider transmission system and local electricity distribution networks operated by NGET and National Grid Electricity Distribution Plc (NGED) would be required to facilitate construction of the new transmission connection where it crosses existing lower voltage overhead lines. At these locations it may be more cost-effective and have reduced environmental impacts to permanently divert or replace a length of the lower voltage overhead lines with underground cables.

Land required for mitigation, compensation and enhancement of the environment because 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.

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.

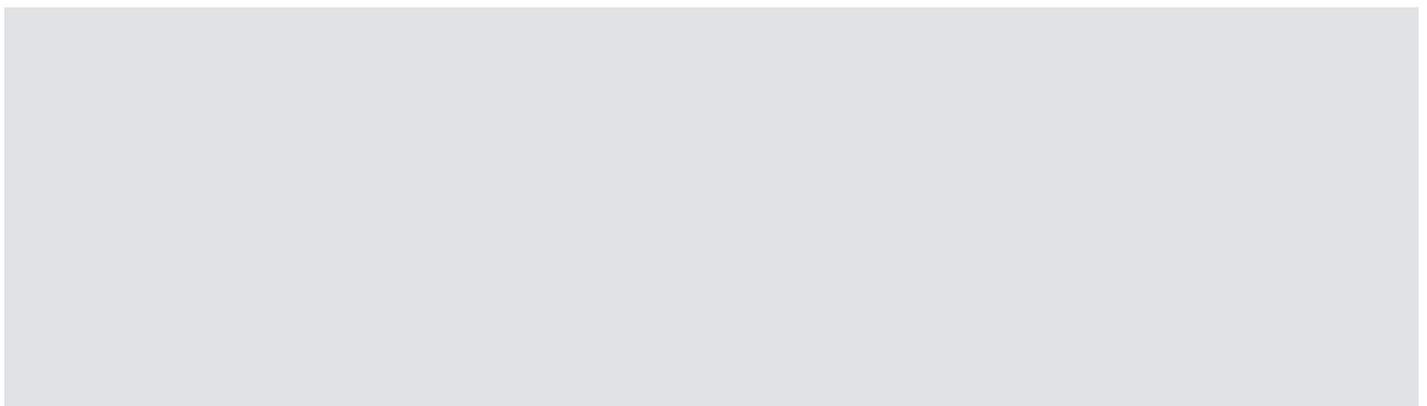


5. Refining our proposals

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

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

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



5b) Are there any other considerations we should consider 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/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?

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:

- Very well Quite well Neither well nor poorly
 Poorly Very poorly 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

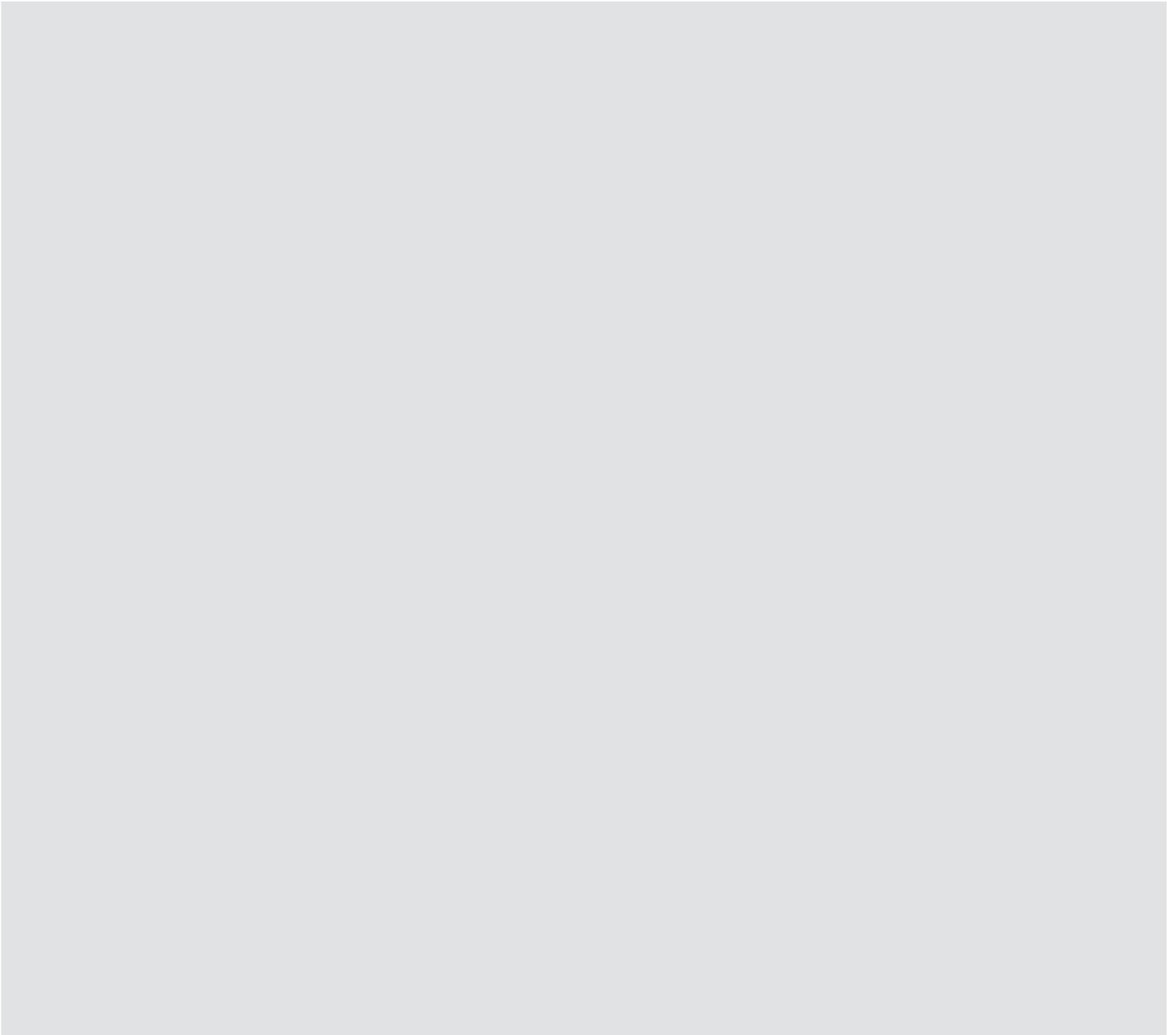
The Chesterfield to Willington project will support the UK's net zero target by adding capacity to accommodate increasing power flows of energy generated mostly from offshore wind, in Scotland and North East England, facilitating the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around 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 Chesterfield to Willington (as described on page 16 in the Project Background Document and in the Strategic Options Report)?

- | | | |
|---|--|---|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree | <input type="checkbox"/> Neither agree nor disagree |
| <input type="checkbox"/> Disagree | <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> 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"/>
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"/>

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

A large, empty gray rectangular area intended for expanding on the 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 **chesterfield-willington@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 (please state)

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 / Asian British

- Indian
 Pakistani
 Bangladeshi
 Chinese
 Any other Asian background (please state)

Black/ African/Caribbean/Black British

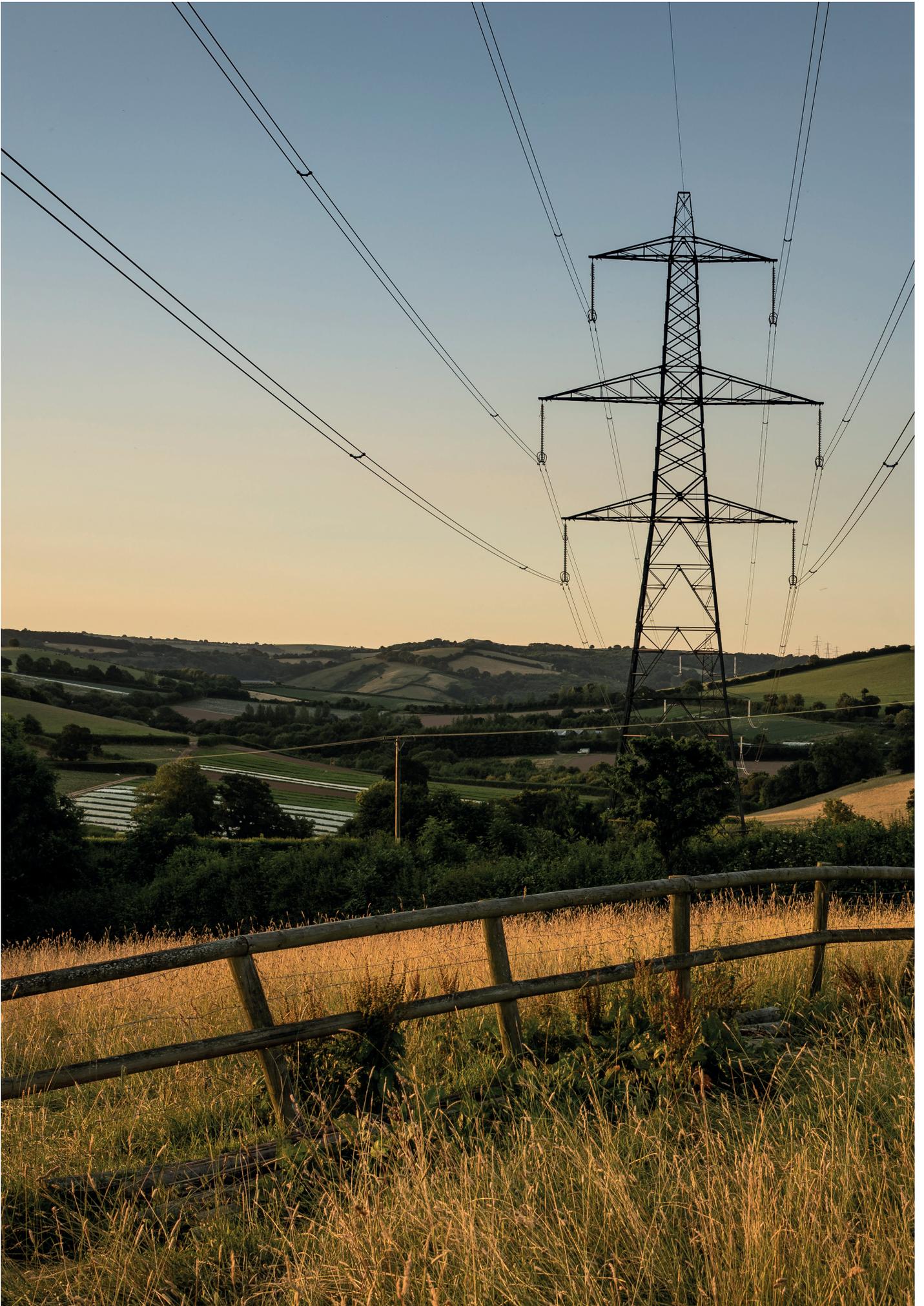
- African
 Caribbean
 Any other Black, African or Caribbean background (please state)

Other ethnic group

- 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



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 several 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; and
- 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 (who will consider our application for consent to build the Chesterfield to Willington 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; and
- consultants working on Chesterfield to Willington.

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.

Get in touch

Call our freephone Community Helpline:

0800 073 1047 between 9:00am and 5:30pm
Monday to Friday - an answerphone facility will take messages outside of these hours.

Email us:

chesterfield-willington@nationalgrid.com.

Write to us:

FREEPOST NATIONAL GRID PROJECTS (JBP) -
no stamp or further address is needed.

All consultation information including webinar registration links, an interactive map, consultation documents and a feedback form is available on our website:

nationalgrid.com/chesterfieldtowillington.

Information for landowners

If you feel your land may be affected by these proposals, our dedicated **Lands Team at Ardent** will speak with you. You can contact the Chesterfield to Willington Lands Team by emailing chesterfield-willington@ardent-management.com, calling on **0203 693 2500** or writing to **the Lands Team at Ardent, 36-38 Botolph Lane, London, EC3R 8DE**.



E.2 Feedback Form Updated June 2024

The Great Grid Upgrade

Chesterfield to Willington

Stage 1 consultation feedback form

May – September 2024

Overview

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres (km) of new 400 kilovolt (kV) overhead electricity line between a new substation at Chesterfield and the existing Willington substation.

The Chesterfield to Willington project will support the UK's net zero target by adding capacity to accommodate increasing power flows of energy

generated mostly from offshore wind, in Scotland and North East England, which are expected to double within the next ten years, to areas of demand south to the Midlands and beyond. By reinforcing the network in the centre of the country, the project will facilitate the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around the network.

Your feedback

We are seeking your views on our current proposals. Your feedback will play an important role in helping us to develop and refine our plans. The feedback we receive at this first stage of consultation, along with outputs from technical assessments and environmental surveys, will shape the development of our proposals for Chesterfield to Willington.

Following this stage of consultation, we will provide an update to outline the key themes raised in the feedback we have received, along with our responses. We will present updated proposals for the Chesterfield to Willington project during our next stage of consultation. Following further development and finalisation of detailed proposals, we will submit our Development Consent Order application to the Planning Inspectorate. This will include a Consultation Report to show how we have had regard to the feedback we have received.

You can provide feedback during this Stage 1 consultation by completing this feedback form or you can complete it online at nationalgrid.com/chesterfieldtowillington.

You are welcome to answer all or only some of the questions, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation.

Send your completed feedback form at no cost by 17 September 2024 to **FREEPOST NATIONAL GRID PROJECTS (JBP)**

[View all Stage 1 consultation information](#)

Scan the QR code to be directed to our website. Here you can view all consultation materials and our interactive map which may help inform your feedback.



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 Chesterfield to Willington?

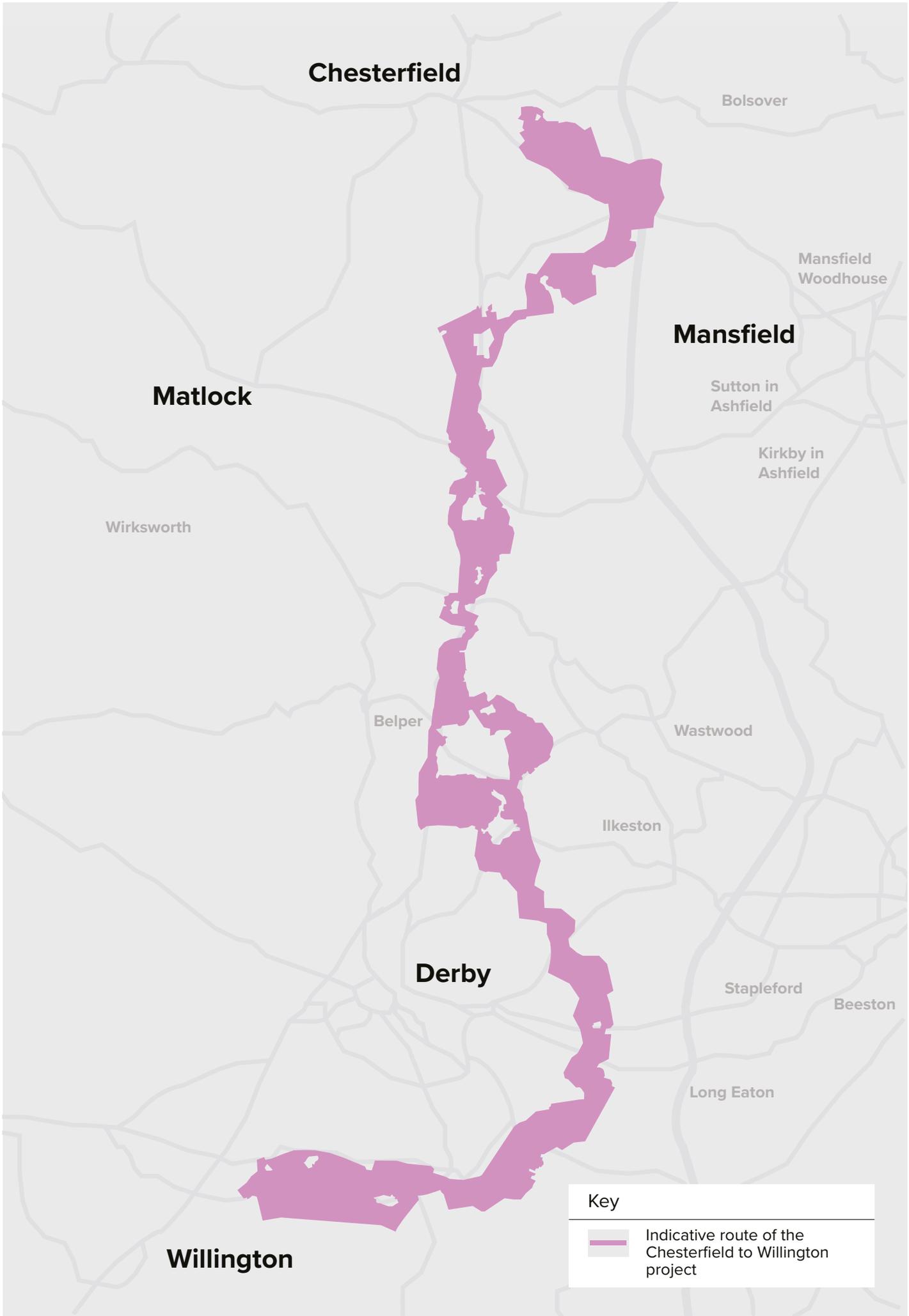
- Local resident
- Local representative (e.g. Councillor, MP)
- Landowner or tenant/occupier within the preferred corridor
- Local business owner
- Regular visitor
- Local interest group member (if so, please provide group name)
- Statutory organisation (please specify in the text box below)
- Other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

1. Connecting at Chesterfield and Willington

Our preferred strategic option presents Chesterfield and Willington as our substation connection points for the proposed new overhead line. We evaluated several potential options that could provide additional transmission capability. Our Strategic Options Report (SOR) explains in detail how we have considered a range of technical, environmental, community, programme and cost factors to determine the most suitable strategic connection point options to take forward. This report can be accessed at nationalgrid.com/chesterfieldtowillington.

Refer to the indicative map on page 3 to see the Chesterfield and Willington connection locations.

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



Our proposals for Chesterfield to Willington

Emerging Preferred Corridor and graduated swathe

The Emerging Preferred Corridor is the proposed area within which the proposed infrastructure could be located between the connection substations. We initially identified and appraised eight corridor options.

The Emerging Preferred Corridor, as presented at this stage of consultation, was ultimately selected having sought to, as far as is reasonably practicable, avoid potential impacts to community value areas and find a more direct path where possible.

Following the selection of the Emerging Preferred Corridor, we produced a graduated swathe which is indicated by the shaded areas within the corridor. This shows where the transmission system (overhead electricity line and pylons) could be situated when taking into account environmental factors and constraints. Darker shades signify where infrastructure placement could potentially be more appropriate within the corridor. Further information on how to interpret the graduated swathe is included in our Project Background Document and Corridor and Preliminary Routeing and Siting Study (CPRSS).

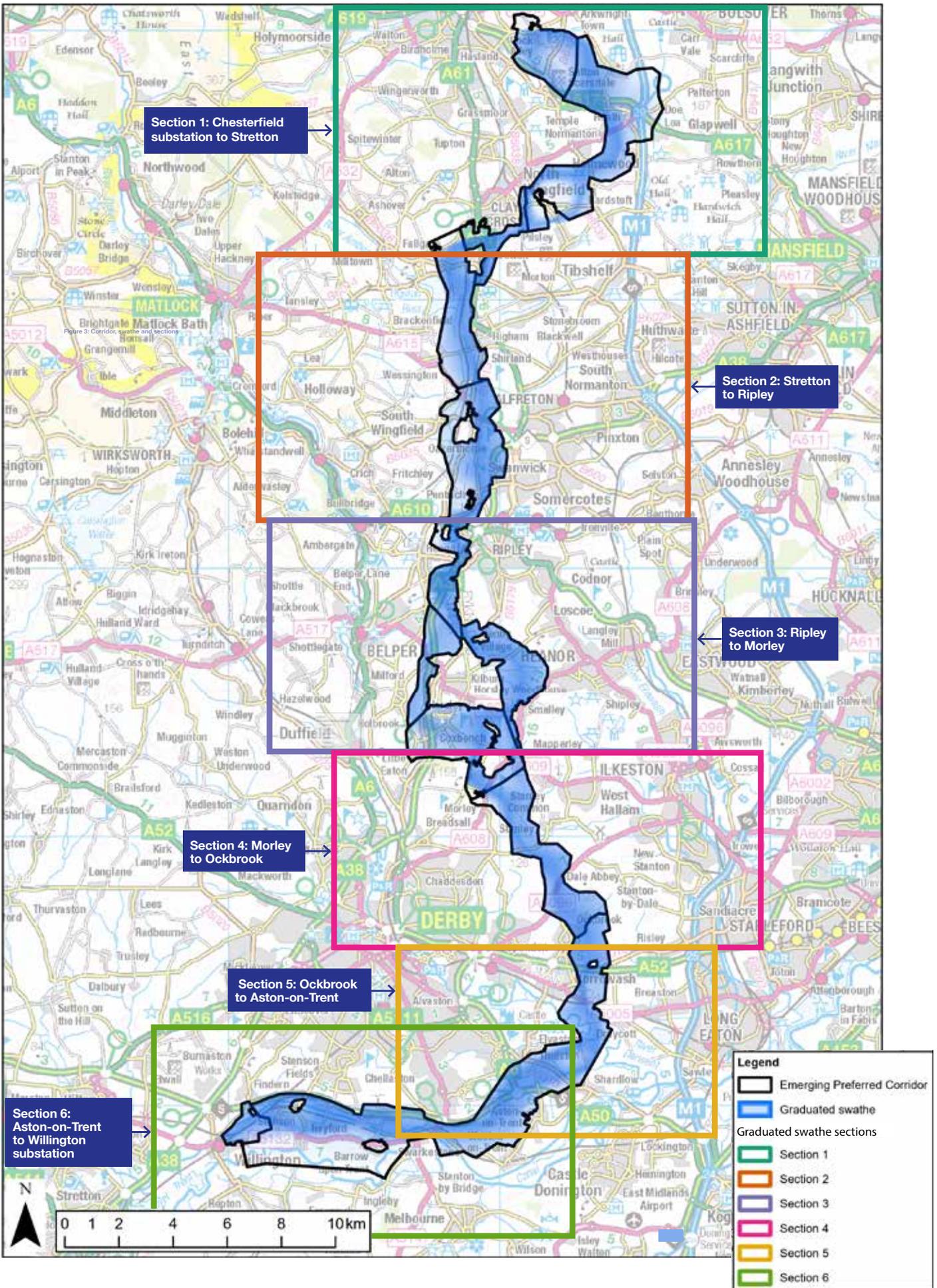
We will bring forward more detailed proposals for further consultation. For now, we would like to hear your thoughts about our Emerging Preferred Corridor, the graduated swathe and anything else you would like us to consider.

To help provide feedback on the area or areas that are most relevant to you, we have divided the corridor into six sections.

These sections are labelled on the map on opposite, with detailed information available in our wider materials on our website: nationalgrid.com/chesterfieldtowillington.

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

Scan the QR code to be directed to our website to find out more information.



The Emerging Preferred Corridor is indicated by the black line boundary and outlines the proposed area within which the transmission system (overhead electricity line and pylons) could be routed.

We considered and assessed several options to select a corridor between Chesterfield and Willington.

2a) Do you agree with the Emerging Preferred Corridor that has been identified for each section of the proposed route?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Section 1: Chesterfield substation to Stretton	<input type="checkbox"/>				
Section 2: Stretton to Ripley	<input type="checkbox"/>				
Section 3: Ripley to Morley	<input type="checkbox"/>				
Section 4: Morley to Ockbrook	<input type="checkbox"/>				
Section 5: Ockbrook to Aston-on-Trent	<input type="checkbox"/>				
Section 6: Aston-on-Trent to Willington substation	<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

Scan the QR code to be directed to our website to find out more information.



The shaded areas within the Emerging Preferred Corridor show where the transmission system (overhead electricity line and pylons) could be situated when taking into account environmental factors and constraints. Darker shaded areas signify where infrastructure placement could potentially be more appropriate within the corridor. The shaded area is referenced throughout this document as the 'graduated swathe' or 'swathe'.

The corridor and swathe within it, has been split into six sections to make it easier for you to give feedback about any particular areas that you wish to comment on. The following questions are broken down into the relevant six sections as below:

- **Section 1: Chesterfield substation to Stretton**
- **Section 2: Stretton to Ripley**
- **Section 3: Ripley to Morley**
- **Section 4: Morley to Ockbrook**
- **Section 5: Ockbrook to Aston-on-Trent**
- **Section 6: Aston-on-Trent to Willington substation**

We welcome your comments on all sections. There are several 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 Chesterfield to Willington.



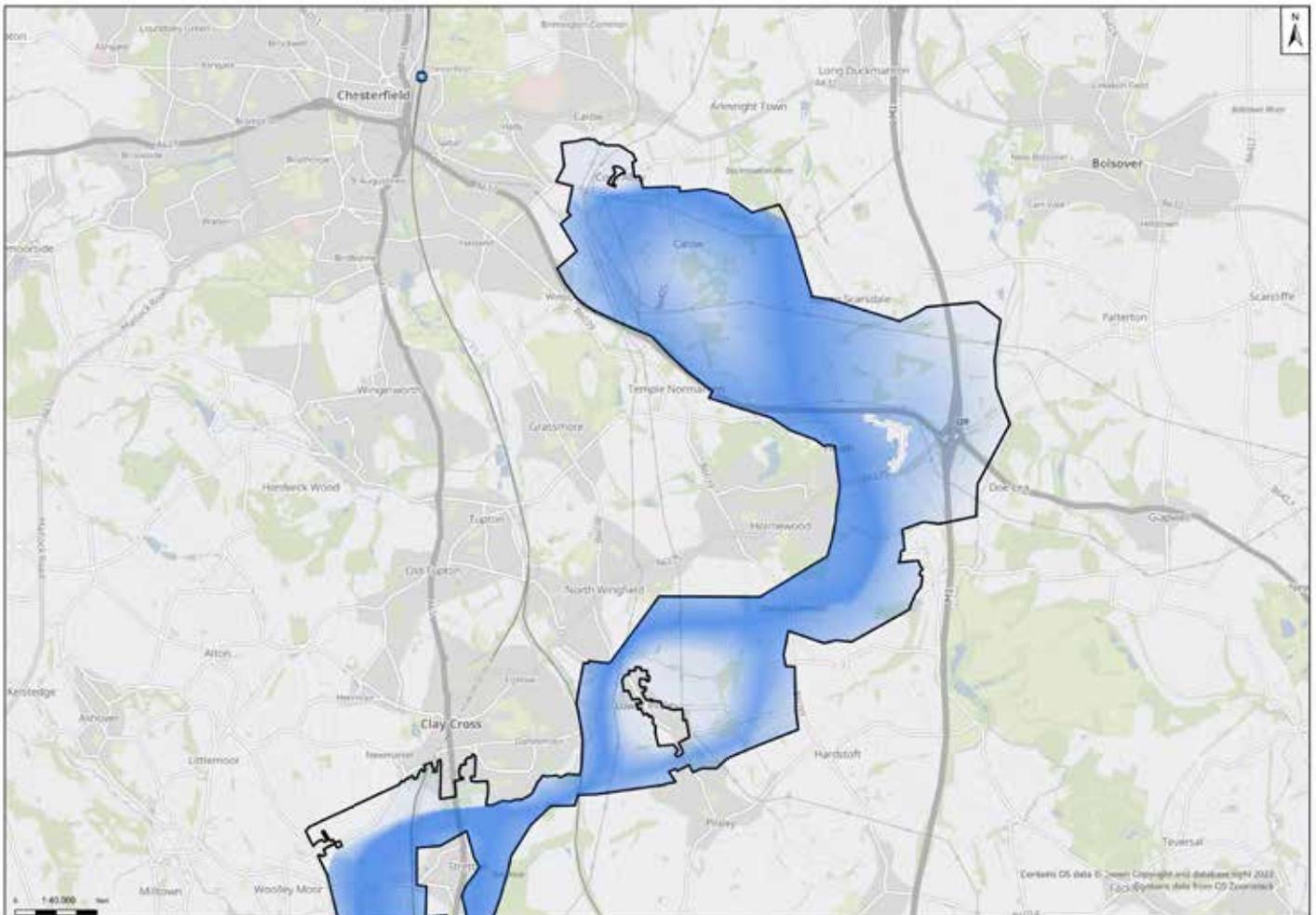
Section 1: Chesterfield substation to Stretton

Scan the QR code to be directed to our website to find out more information.



From Chesterfield substation, there are two potential paths of preference either north of Calow towards Sutton Scarsdale which broadly follows existing 132 kV overhead lines or south of Calow towards the A617 road. The M1 motorway linear corridor increases the length of line required whilst between Holmewood and Heath offers the shortest, straightest path, while seeking to avoid a number of listed buildings, areas of ancient woodland and the Heath Village Conservation Area.

Moving further west, potential paths are available north or south of Lower Pilsley with preference shown to the north reflecting the presence of community amenities and ancient woodland towards the south.

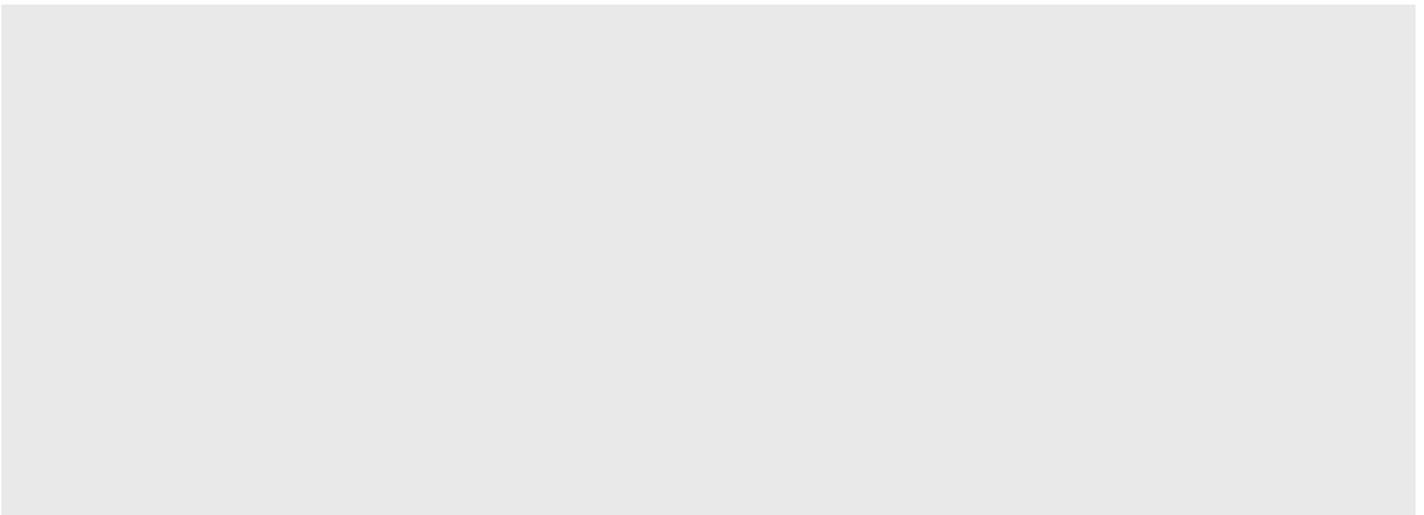


Section 1 of the Emerging Preferred Corridor

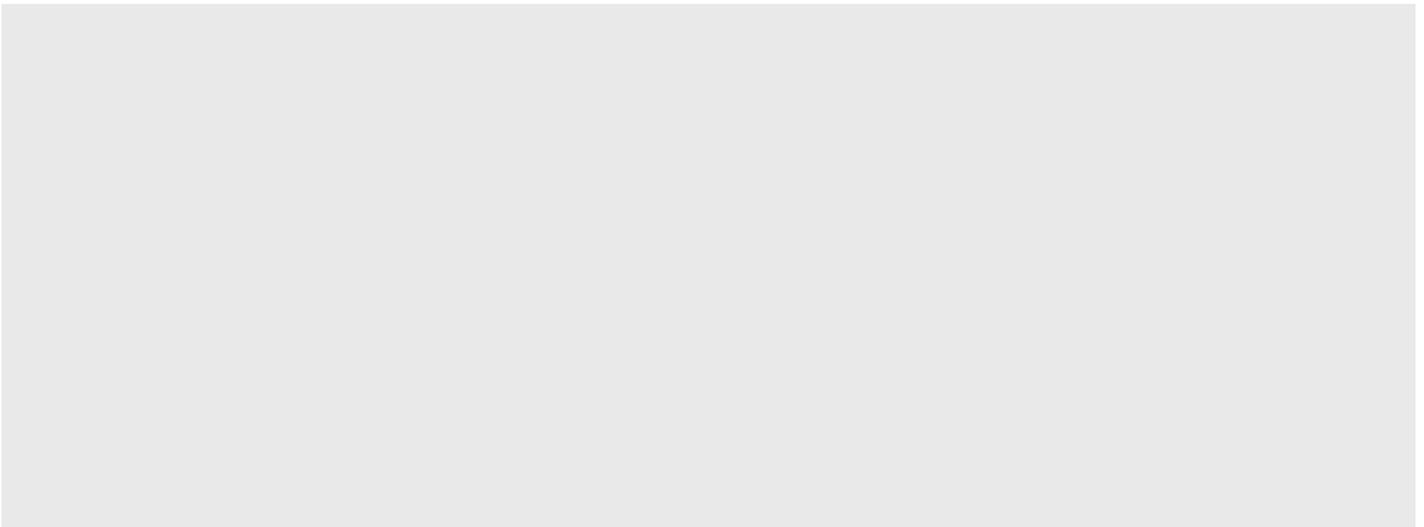
3a) Do you have a preference for the new line to be located north or south of Calow? Please explain the reason(s) for your preference.



3b) Do you have a preference to then follow the M1 or to take a shorter, straighter path between Holmewood and Heath? Please explain the reason(s) for your preference.



3c) Do you have a preference for it then to go north or south of Lower Pilsley? Please explain the reason(s) for your preference.



Section 2: Stretton to Ripley

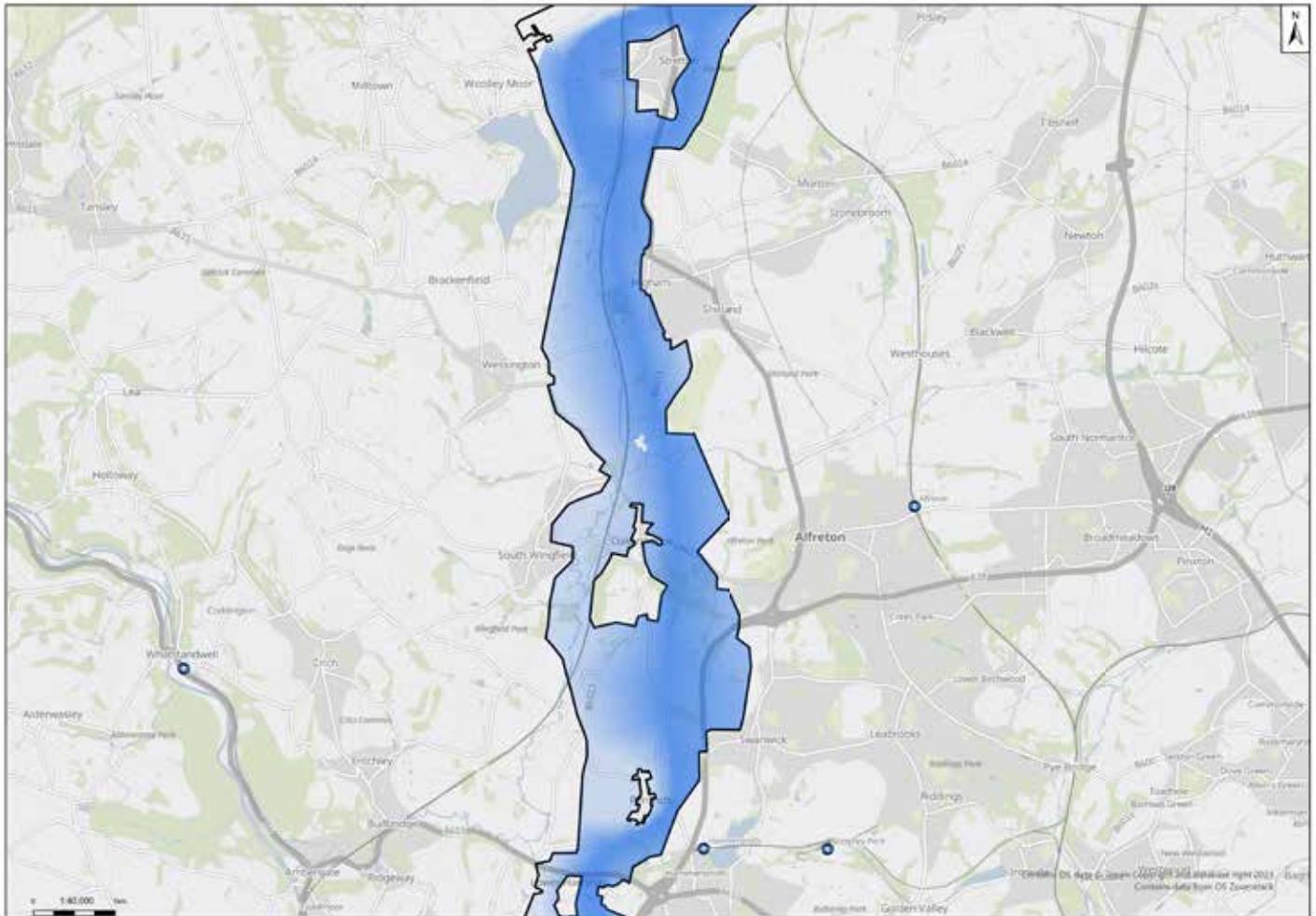
Scan the QR code to be directed to our website to find out more information.



The graduated swathe shows a potential path east of Stretton which would offer a more direct route than to the west and avoid the need to cross the River Amber and railway line as the corridor travels south towards Oakerthorpe. To the west of Stretton, crossing the River Amber may also be avoided but the railway line would require crossing twice.

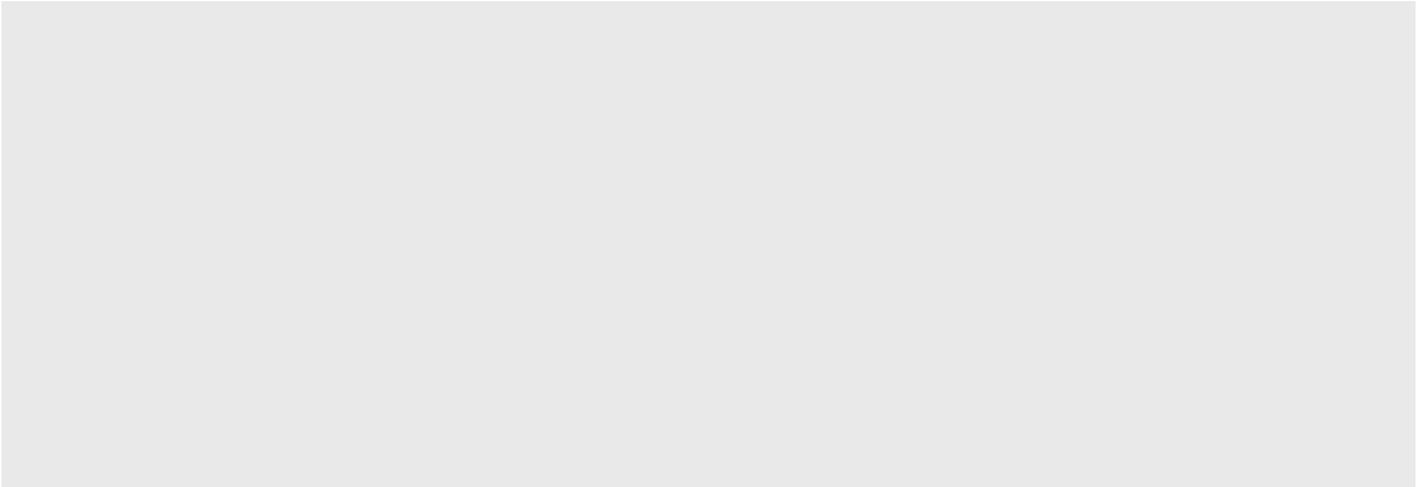
The corridor presents potential paths either side of Oakerthorpe. To the west where the swathe is lighter, there are a number of features including the presence of Flood Zones 2 and 3 associated with the River Amber, as well as South Wingfield Conservation Area and Castle Hill monument, all of which would likely need to cross. A preference is therefore given for the eastern arm, which would require crossing Alfreton Golf Club but offers the potential to avoid Oakerthorpe Local Nature Reserve through appropriate routing.

Around Pentrich and Lower Hartshay options are shown to the east and west of both settlements, and a preference indicates a preference to the east by the darker swathe as this provides the most direct route.

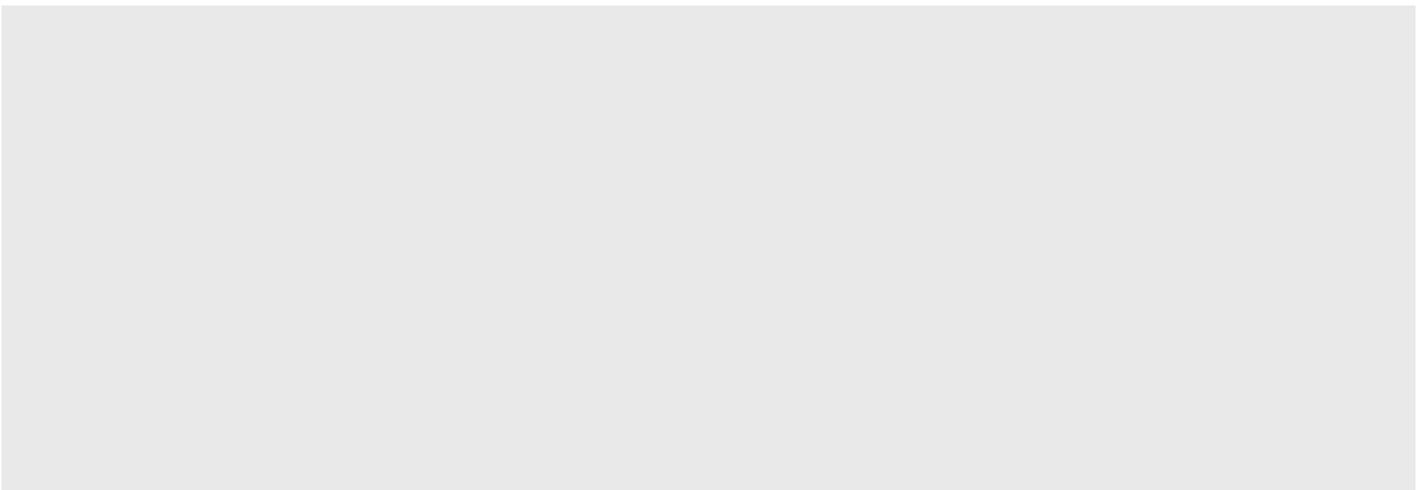


Section 2 of the Emerging Preferred Corridor

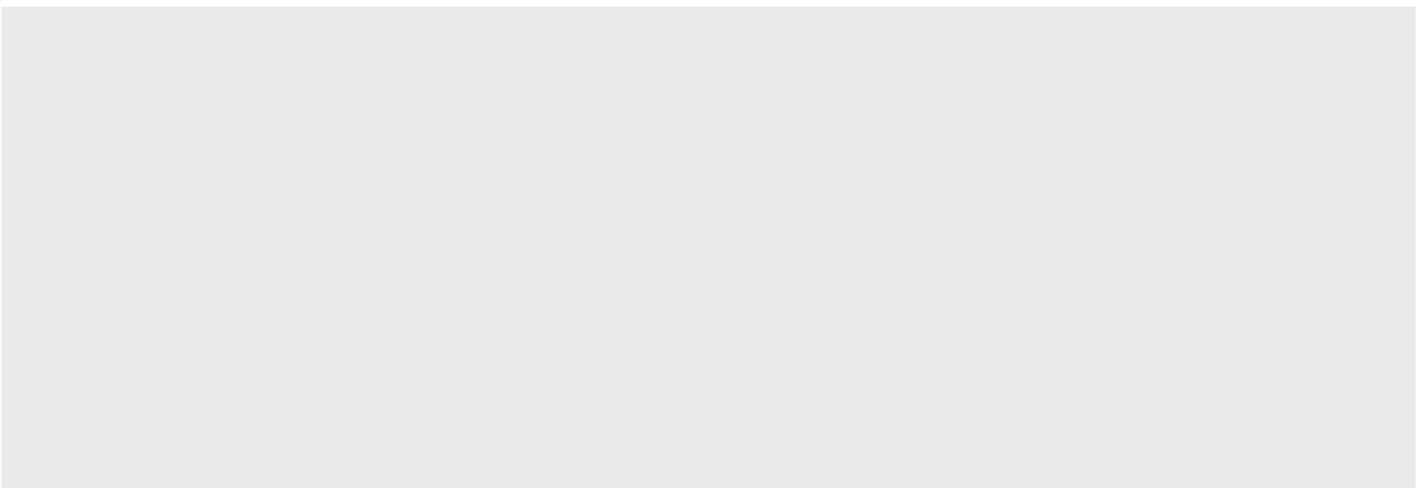
3d) Do you have a preference for it to go east or west of Stretton? Please explain the reason(s) for your preference.



3e) Do you have a preference for it to the west or east of Oakerthorpe? Please explain the reason(s) for your preference.



3f) Do you have a preference for the east or west of Pentrich and Lower Hartshay? Please explain the reason(s) for your preference.



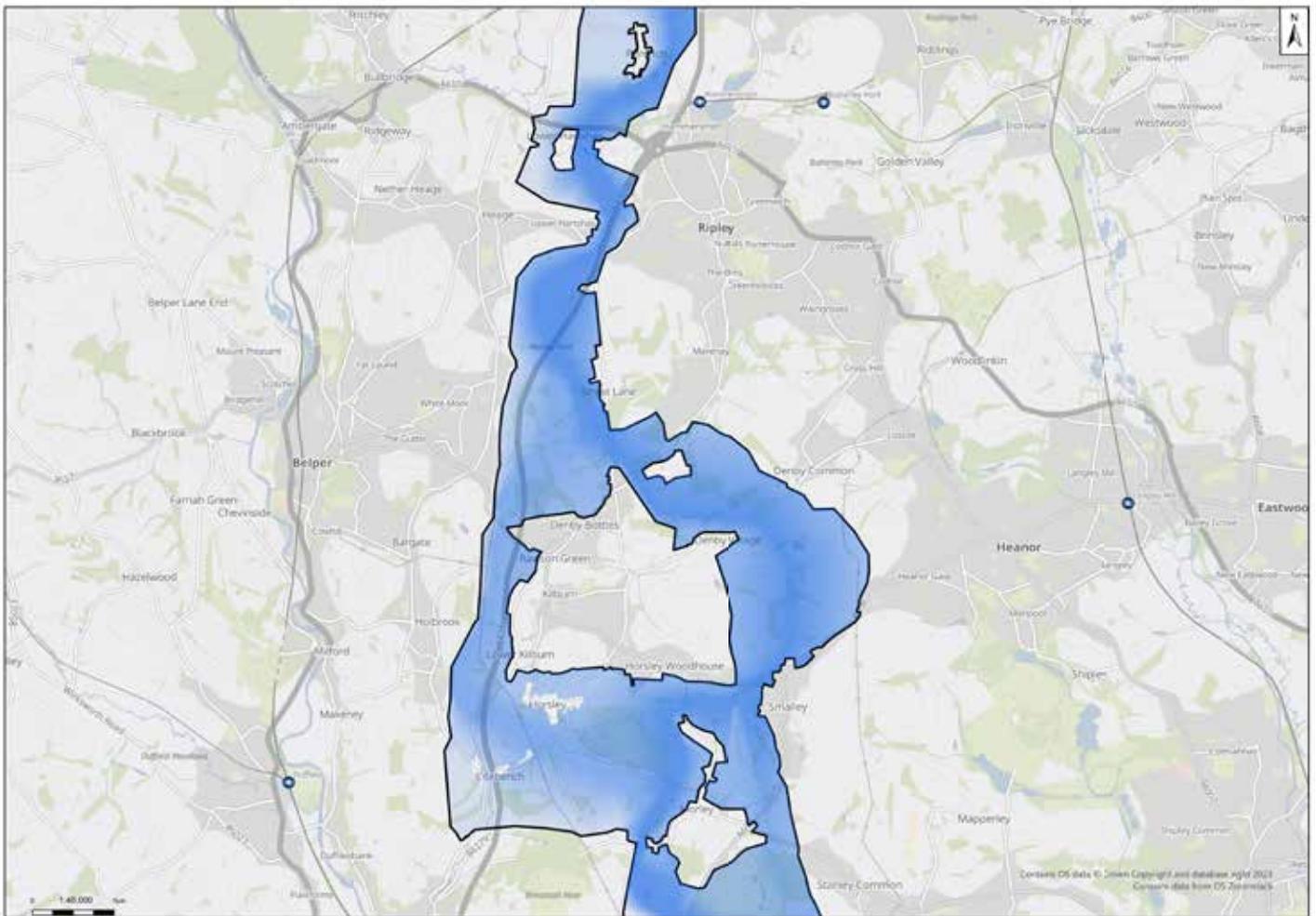
Section 3: Ripley to Morley

Scan the QR code to be directed to our website to find out more information.



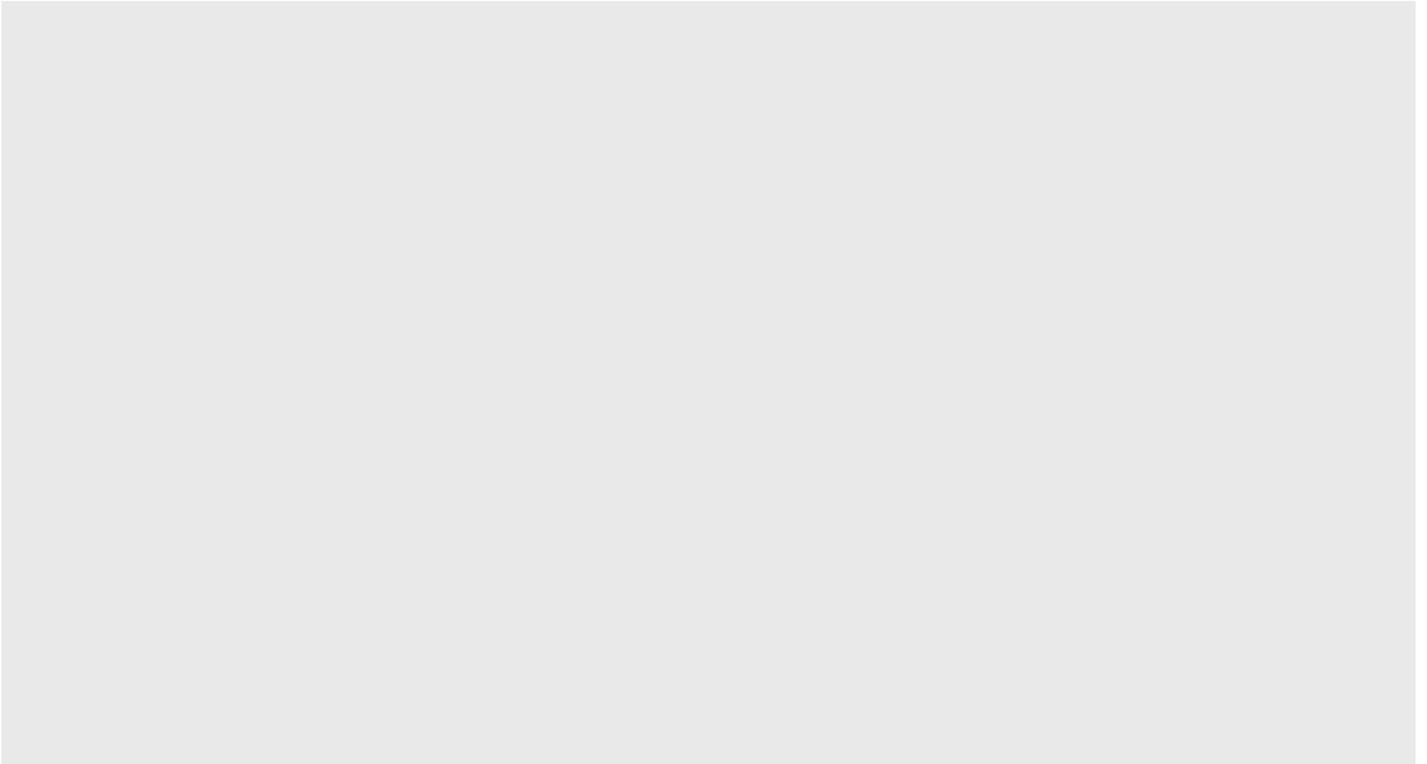
The corridor widens and splits as it navigates east or west around Denby Bottles, Denby Village, Rawson Green, Kilburn, Lower Kilburn and Horsley Woodhouse. On the western arm, the A38 road continues to provide a potential linear corridor. However existing features on the west including Flood Zones 2 and 3, Horsley and Coxbench Conservation Areas and Horsley Castle have resulted in a preference indicated along the eastern arm instead.

Where the corridor reconnects, a preference is shown for a pathway west of Morley, which through appropriate routing could avoid Horsley Lodge Golf Course and Morley Brick Pits Sites of Special Scientific Interest (SSSI) to the south.

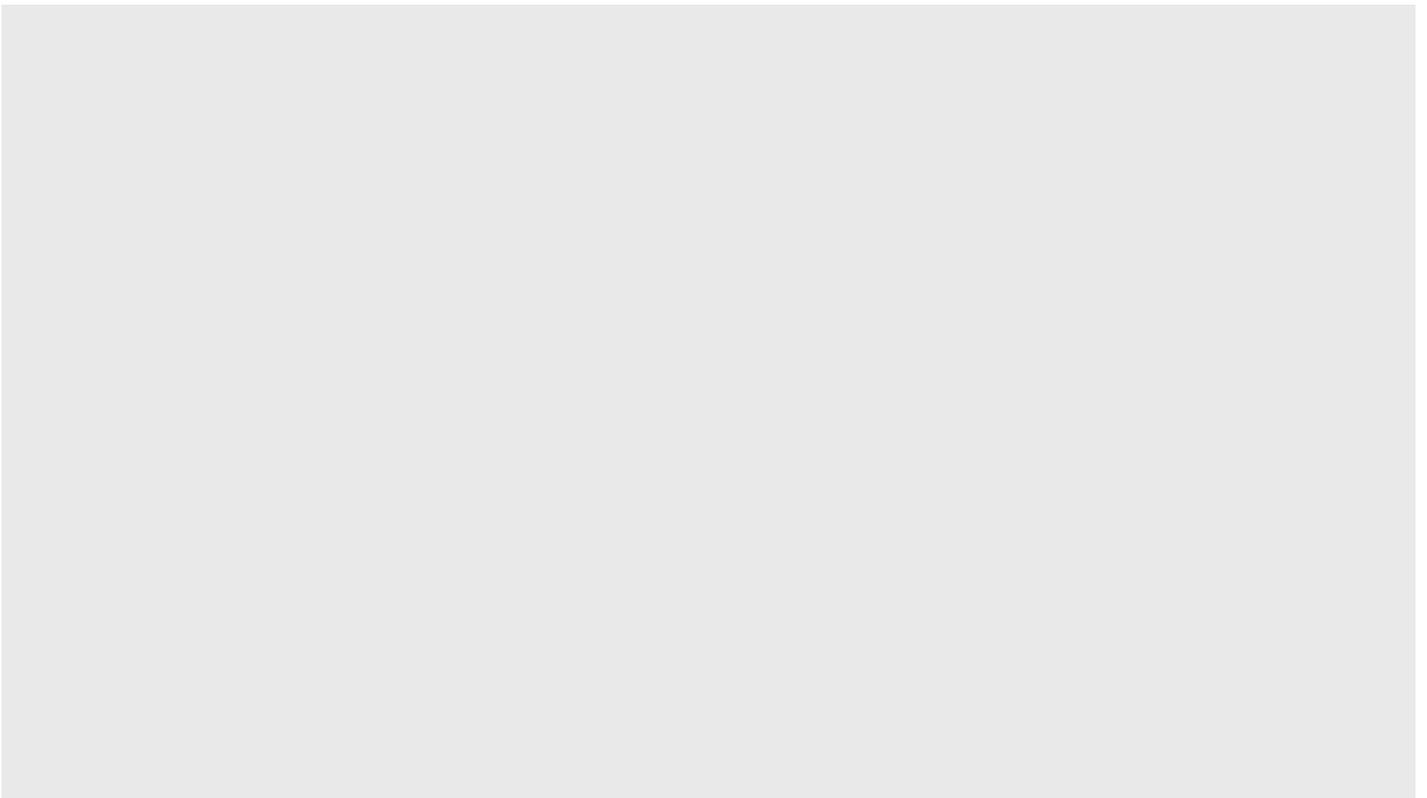


Section 3 of the Emerging Preferred Corridor

3g) Do you have a preference for it to go east or west of Denby Bottles, Denby Village, Rawson Green, Kilburn, Lower Kilburn and Horsley Woodhouse? Please explain the reason(s) for your preference.



3h) Do you have a preference for it to go to the west or east of Morley? Please explain the reason(s) for your preference.

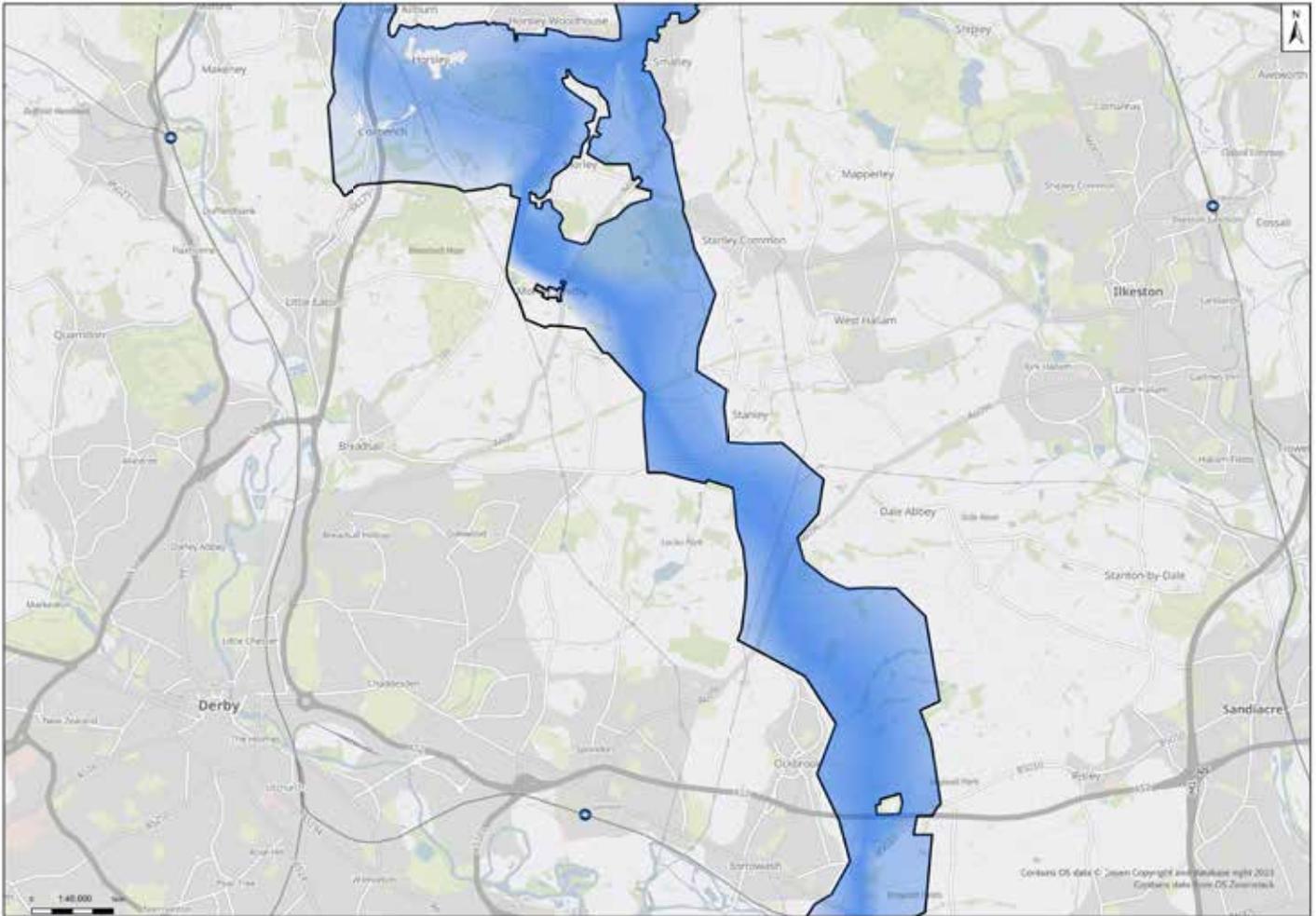


Section 4: Morley to Ockbrook

Scan the QR code to be directed to our website to find out more information.

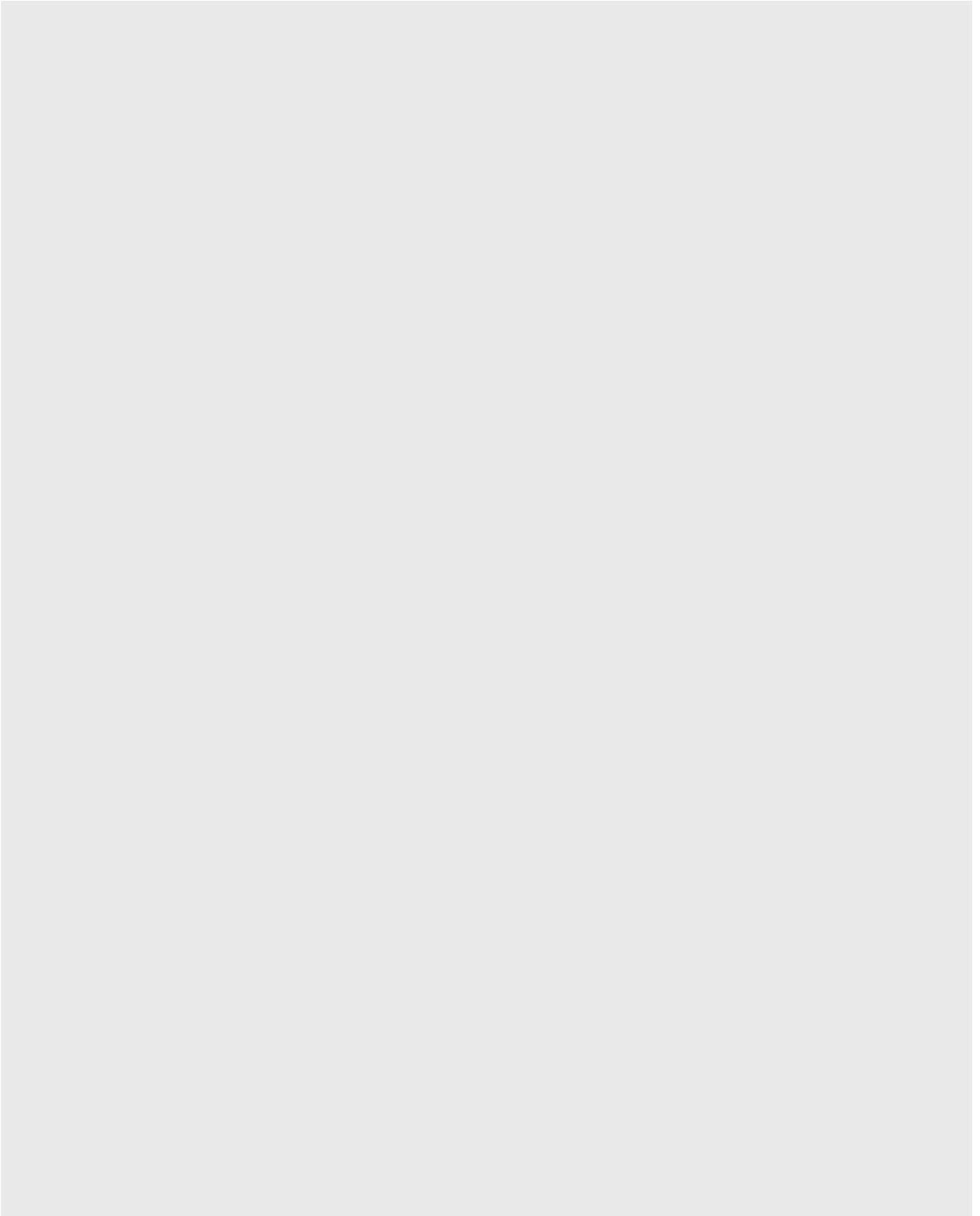


Here the corridor consists of a relatively unconstrained area with a preference shown for a more direct path which seeks to avoid features. Preference is shown along the western edge of the corridor towards Ockbrook to maintain a direct path while avoiding ancient woodland and retaining sufficient distance from the village.



Section 4 of the Emerging Preferred Corridor

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



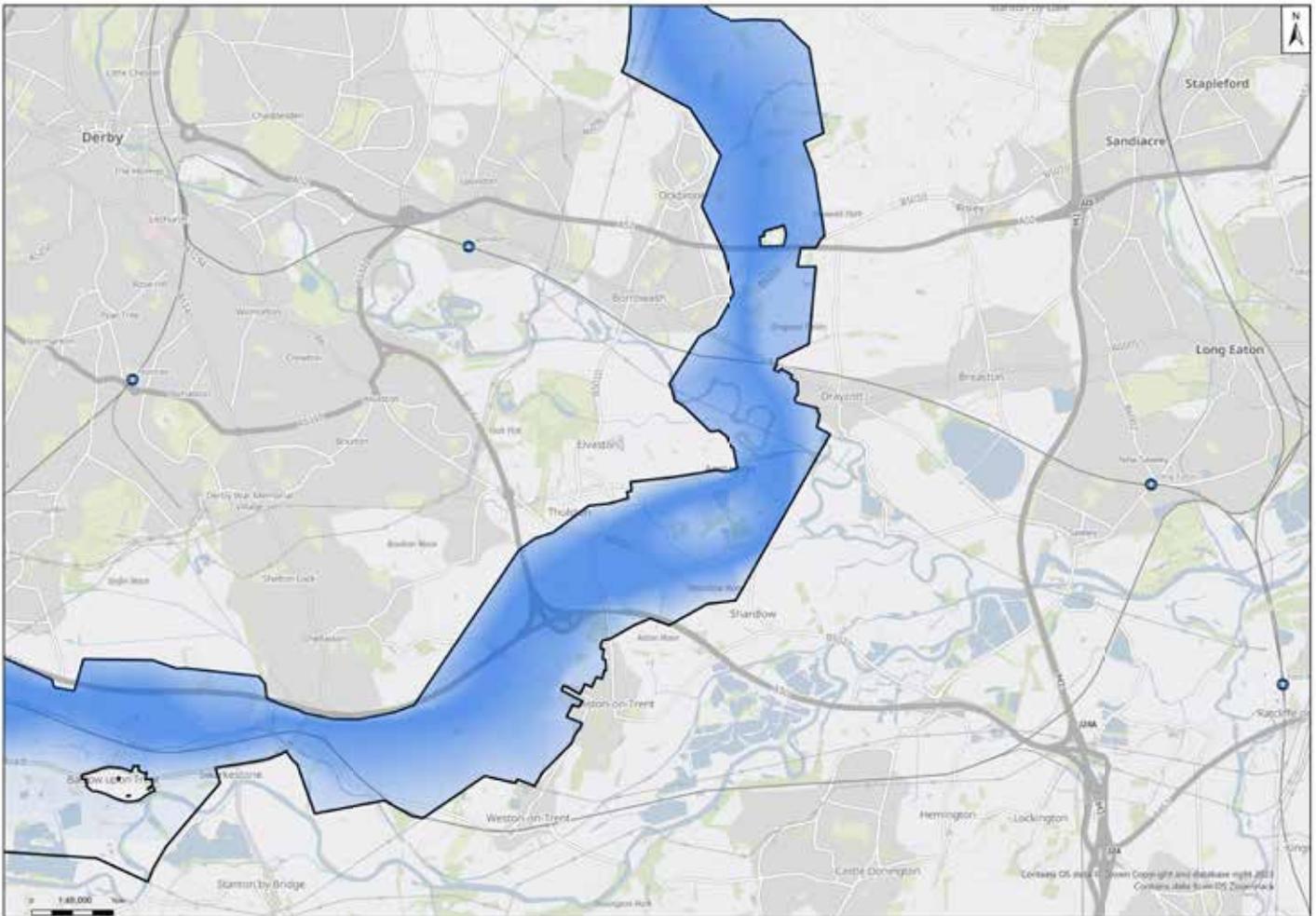
Section 5: Ockbrook to Aston-on-Trent

Scan the QR code to be directed to our website to find out more information.



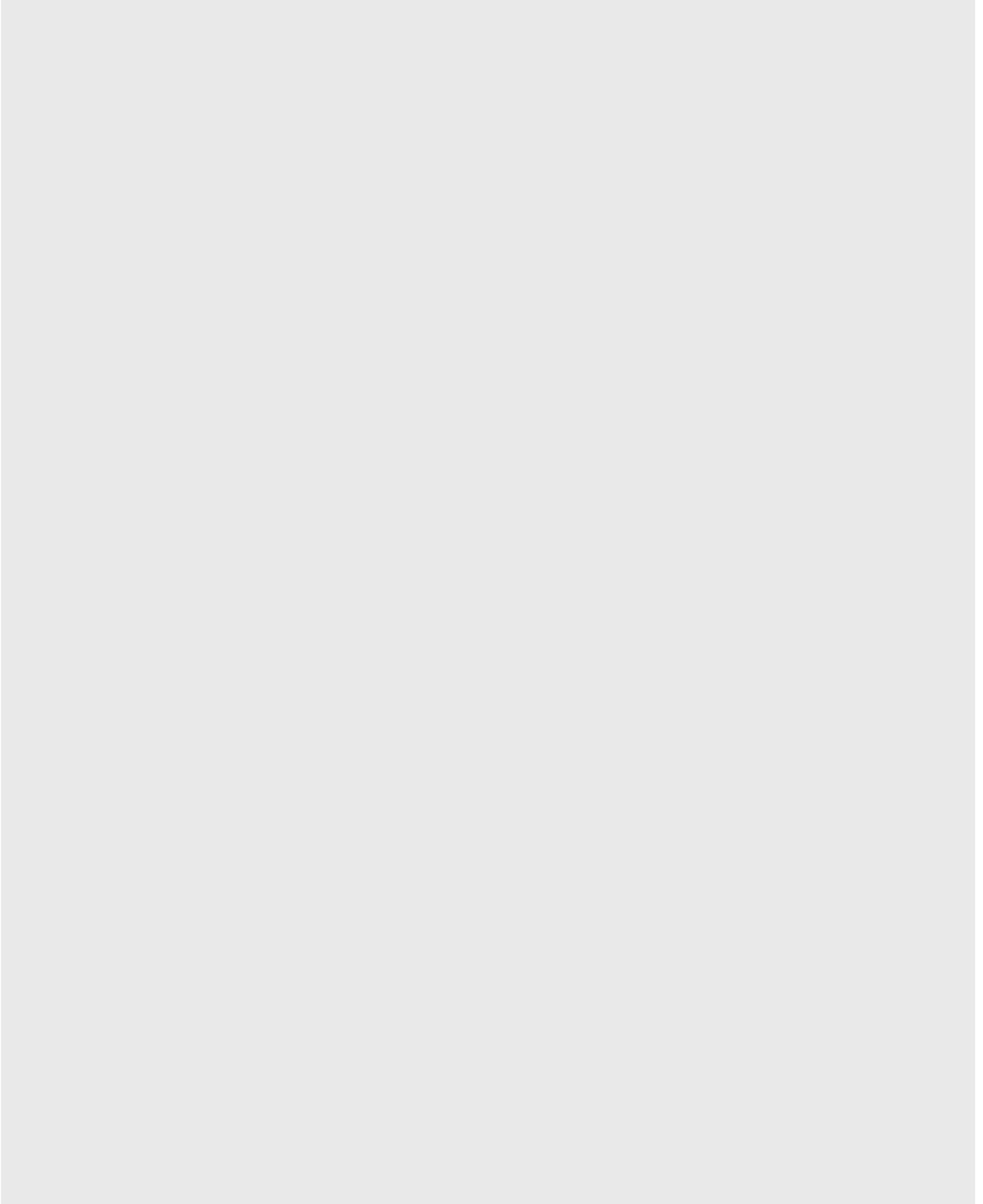
The River Derwent and associated Flood Zones 2 and 3 are unavoidable in this section. Preference is shown to the east where it may be possible to avoid potential multiple crossings of the river while also maintaining a distance from Draycott.

The graduated swathe indicates a relatively wide area to cross the A50/A6 road network junction north of Aston-on-Trent, while seeking to avoid landmarks such as Elvaston Castle Country Park which are outside of the northern edge of the corridor.



Section 5 of the Emerging Preferred Corridor

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



Section 6: Aston-on-Trent to Willington substation

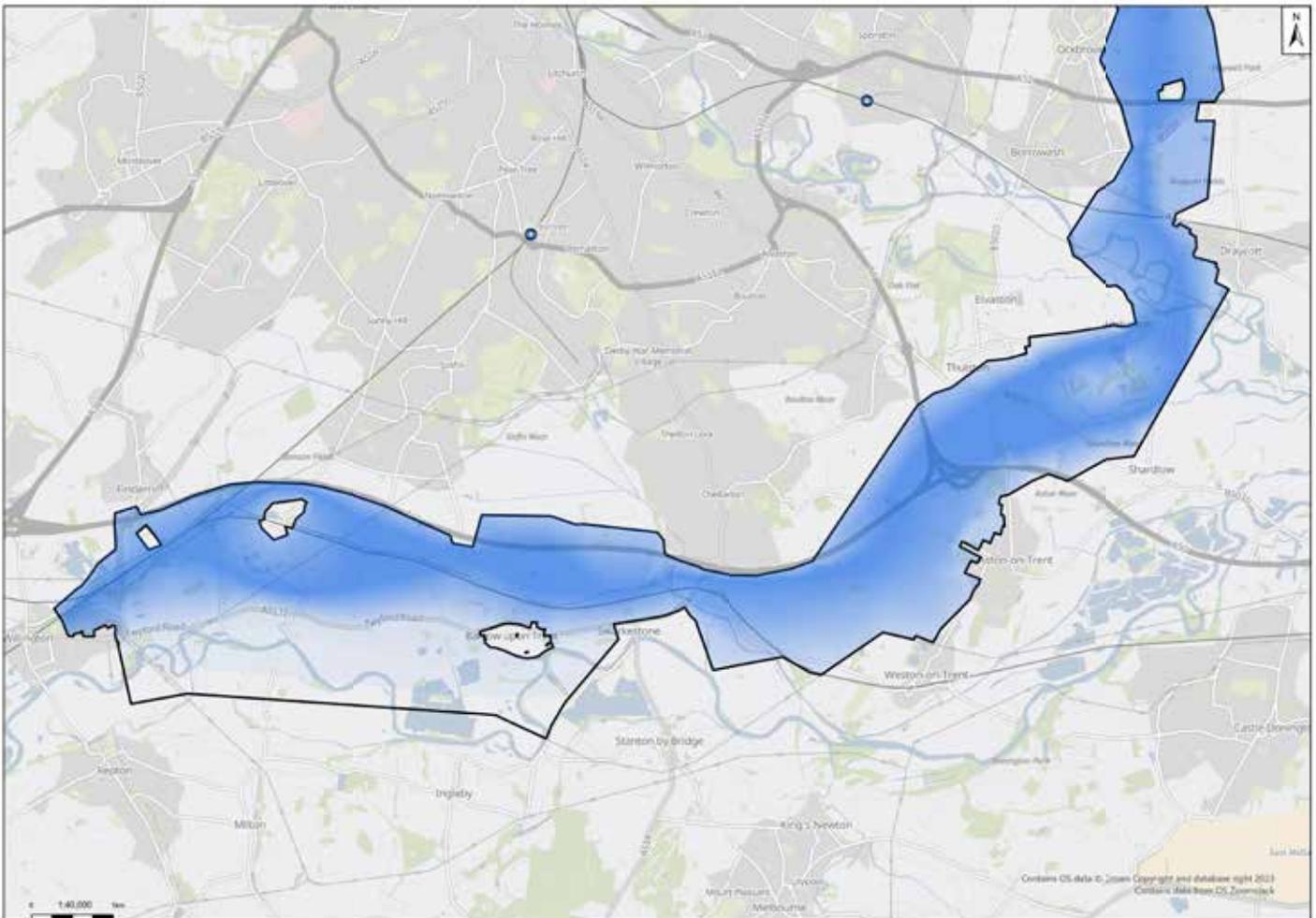
Scan the QR code to be directed to our website to find out more information.



Travelling from Aston-on-Trent towards Swarkestone and onto Willington substation, a preference is shown along the north of the corridor which provides a more direct path between Chellaston and Swarkestone, seeking to avoid the Trent and Mersey Canal and associated Conservation Area together with the railway line.

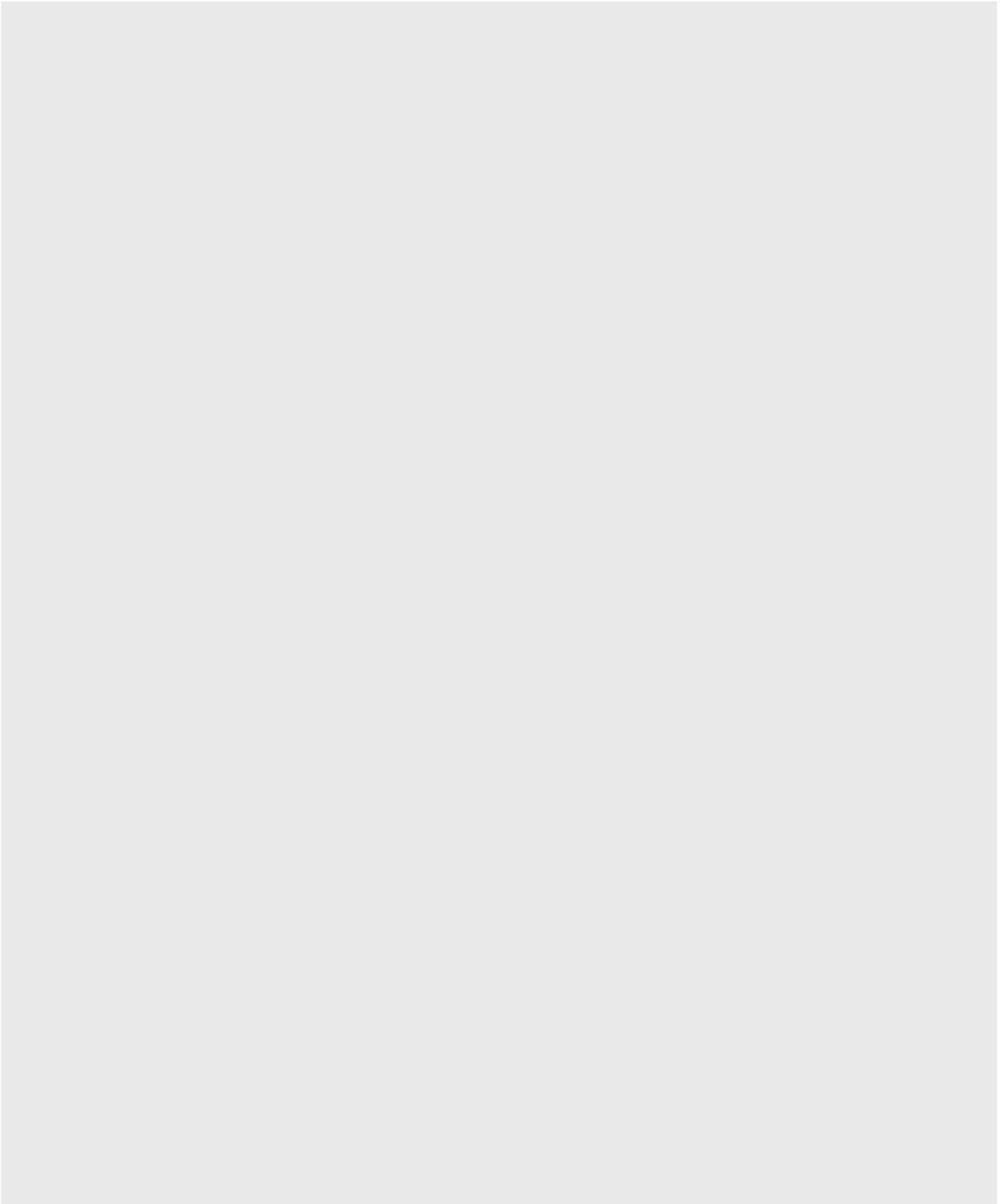
It will be important to minimise crossings over the Trent and Mersey Canal and its associated Conservation Area together with the railway line. The swathe indicates a relatively wide area in which we may identify an appropriate crossing.

Two existing 400 kV overhead lines enter Willington substation from the south and to establish a path here would require substantial work. Entering north of the substation is also constrained by the former power station site, railway line and five 132 kV overhead lines.



Section 6 of the Emerging Preferred Corridor

3k) Do you have any preference for the overhead lines entering the substation from the south or the north? Please explain the reason(s) for your preference.



4. Associated works and other aspects

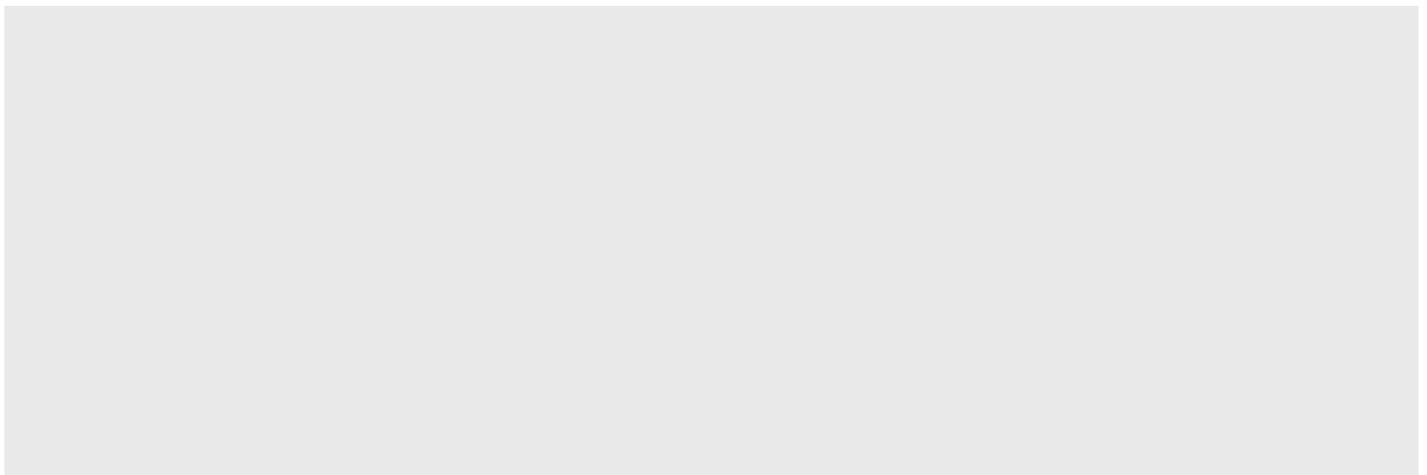
Alongside the proposed new overhead electricity line, additional land will also be required to build and reduce the potential impacts of the proposed reinforcement. These include, but are not limited to, the following:

Modifications to the wider transmission system and local electricity distribution networks operated by NGET and National Grid Electricity Distribution Plc (NGED) would be required to facilitate construction of the new transmission connection where it crosses existing lower voltage overhead lines. At these locations it may be more cost-effective and have reduced environmental impacts to permanently divert or replace a length of the lower voltage overhead lines with underground cables.

Land required for mitigation, compensation and enhancement of the environment because 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.

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.

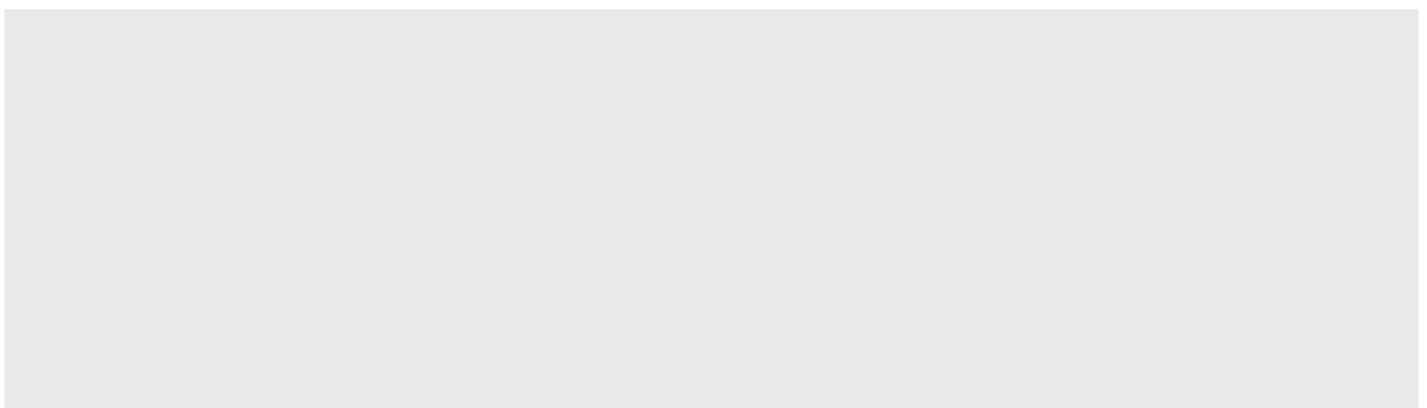


5. Refining our proposals

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

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

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



5b) Are there any other considerations we should consider 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/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?

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:

- Very well Quite well Neither well nor poorly
 Poorly Very poorly 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

The Chesterfield to Willington project will support the UK's net zero target by adding capacity to accommodate increasing power flows of energy generated mostly from offshore wind, in Scotland and North East England, facilitating the connection of more renewable and low carbon electricity, to allow clean green energy to be carried around 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 Chesterfield to Willington (as described on page 16 in the Project Background Document and in the Strategic Options Report)?

- | | | |
|---|--|---|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree | <input type="checkbox"/> Neither agree nor disagree |
| <input type="checkbox"/> Disagree | <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> 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"/>
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"/>

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

A large, empty gray rectangular area intended for expanding on the 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 **chesterfield-willington@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 (please state)

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 / Asian British

- Indian
 Pakistani
 Bangladeshi
 Chinese
 Any other Asian background (please state)

Black/ African/Caribbean/Black British

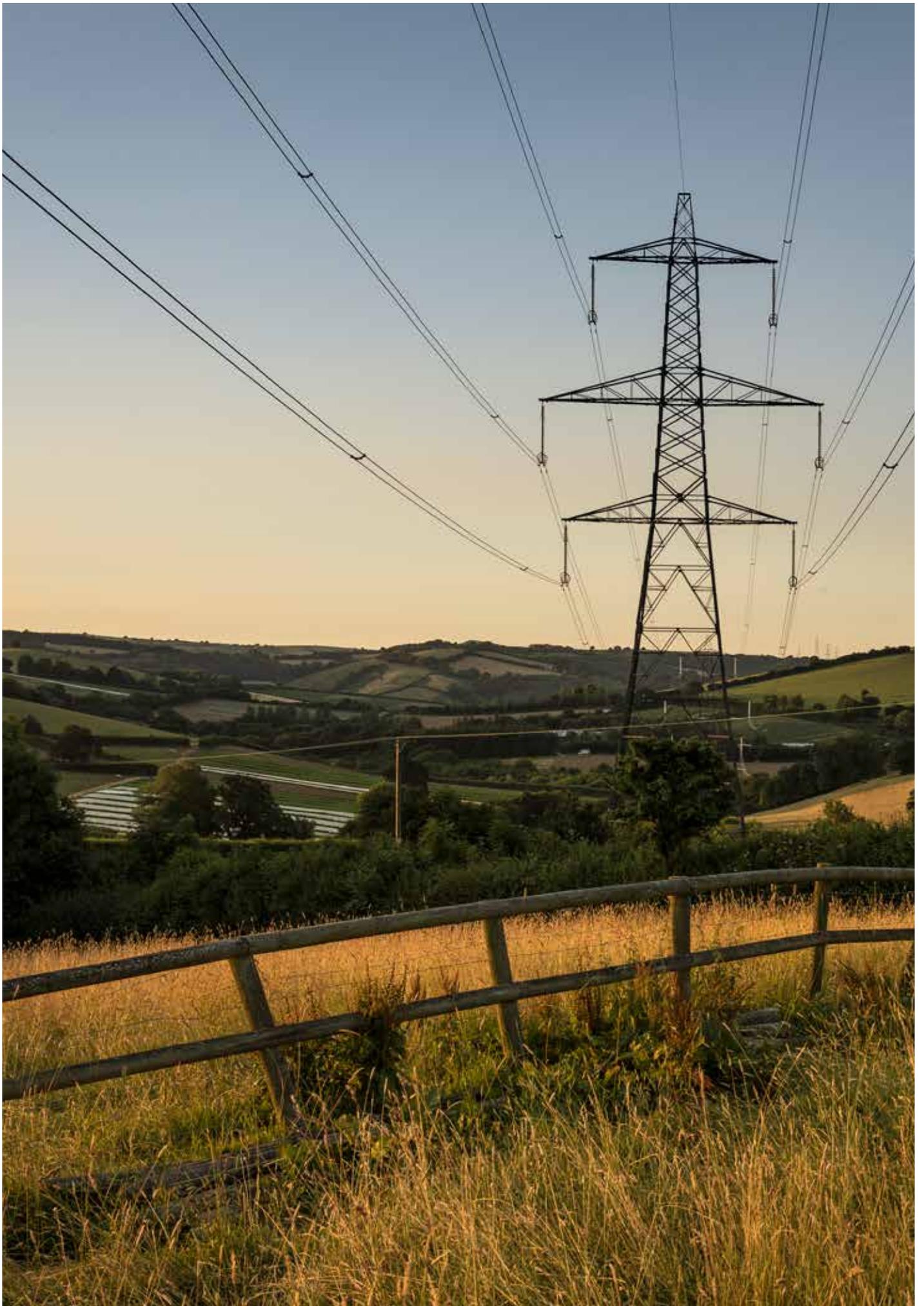
- African
 Caribbean
 Any other Black, African or Caribbean background (please state)

Other ethnic group

- 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



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 several 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; and
- 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 (who will consider our application for consent to build the Chesterfield to Willington 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; and
- consultants working on Chesterfield to Willington.

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.

Get in touch

Call our freephone Community Helpline:

0800 073 1047 between 9am-5:30pm
Monday to Friday - an answerphone facility will take messages outside of these hours.

Email us:
chesterfield-willington@nationalgrid.com.

Write to us:
FREEPOST NATIONAL GRID PROJECTS (JBP) -
no stamp or further address is needed.

All consultation information including webinar registration links, an interactive map, consultation documents and a feedback form is available on our website:

nationalgrid.com/chesterfieldtowillington.

Information for landowners

If you feel your land may be affected by these proposals, our dedicated Chesterfield to Willington lands team will speak with you. You can contact them by emailing chesterfield-willington@ardent-management.com, calling on **0203 489 9414** or writing to **The Lands Team at Ardent, 36-38 Botolph Lane, London EC3R 8DE**.



Appendix F. Newspaper Advertisements

Appendix F

Newspaper Advertisements

F.1 Burton Mail 14 May 2024

News

By **JOSEPH RICHARDS**
joseph.richards@reachplc.com

THE Moira Canal Festival returns this weekend and it will feature a Beatles tribute band, Morris dancing and a duck race.

Held over the weekend of May 18-19 at Moira Furnace, the event is £6 for adults, £3 for children 5-15 with car parking and a programme free of charge.

Any profit goes towards maintaining the restored length of the Ashby Canal at Moira, and supporting the restoration of the Ashby Canal to ultimately reconnect Moira to the rest of the 2000 miles of navigable canal.

Geoff Pursglove is a founder member of the committee, having been involved since the first one in 2000.

"I can hardly believe we have got this far," he said. From our first event on the same site at the turn of the century to our 21st event this year!

"The listed Grade II Moira Furnace is an ideal site, with the adjacent Ashby Canal and its visiting boats very much part of the scene."

A wide range of entertainment is arranged for this year, from the Military Wives Choirs to a Beatles tribute band with three changes of costume during their two performances.



The Moira Canal Festival returns this weekend

**HOST OF ACTIVITIES
PLANNED AS PART OF
POPULAR CANAL FESTIVAL**

Saturday will bring a Spitfire and Hurricane to the event, as part of the Battle of Britain Memorial Flight.

There will be a street entertainer,

jazz band, Morris dancing, music, children's entertainment, a range of stalls and rides, classic cars, bar and refreshments all weekend, and don't

forget Mother Duck's annual Ashby Canal Duck race. Organisers are pleased to include the Inland Waterways Association National Trailboat

Festival in the event. It takes place at Furnace Lane, Moira, DE12 6AT. Visit www.moiracanalfestival.com for further information.

The Great Grid Upgrade Chesterfield to Willington

nationalgrid

National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

Our existing power lines do not have the sufficient capacity for all the new sources of electricity due to connect to the network over the next ten years and beyond. Our Chesterfield to Willington proposals would allow clean energy to be connected to the network and carried to the homes and businesses that need it.

Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

During our Stage 1 consultation we invite you to attend one of our public information events to learn more about the proposals and speak to members of our team.

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 9 July 2024**.

Visit nationalgrid.com/chesterfieldtowillington to find out more.

Get in touch

0800 073 1047
(Monday-Friday between 9am and 5:30pm.)
chesterfield-willington@nationalgrid.com
FREEPOST NATIONAL GRID PROJECTS (JBP) - no stamp or further address is needed



View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map, the events schedule and register for our webinars.



F.2 Burton Mail 10 June 2024

News

By **JOSEPH RICHARDS**
joseph.richards@reachplc.com

A HOUSEBUILDER has one of its four bedroom homes on offer at a development in Drakelow.

David Wilson Homes is shining a spotlight on one of the four bedroom properties available at its Drakelow Park development near Burton.

Located off Walton Road in Drakelow, the site offers a variety of three and four bedroom homes in the picturesque village.

The Ingleby home, starting from £314,995, offers the opportunity for buyers to be settled into their new home in time for summer.

Rachael Harrison, sales director at David Wilson Homes East Midlands, said: "Our Ingleby style home is proving popular amongst growing families, and Drakelow Park is fast becoming a thriving community."

"The selection of homes available include a wide range of incentives for house hunters, and we invite any prospective buyers to visit this development to find out more about our purchasing schemes and how they can save more when securing their new home."

The developer is offering property seekers the chance to secure up to £15,000 cashback on selected Ingleby homes, as well as an



David Wilson Homes' Ingleby property at Drakelow Park, starting from £314,995

Find your new home in time for summer

HOUSEBUILDER SHINES SPOTLIGHT ON FOUR-BED FAMILY HOMES AT DRAKELOW PARK

upgraded kitchen package worth £4,000.

For existing homeowners, David Wilson Homes is offering a variety of properties under their part exchange

scheme, which enables customers to bypass the traditional selling process and allow the homebuilder to handle the valuation and marketing of the existing property, removing

the possibility of being caught in a housing chain.

For more information on the homes available at Drakelow Park, visit the website or call the sales

team on 0333 3558483. Alternatively, for a wider range of houses available across the county, visit the website at David Wilson Homes in Derbyshire.

The Great Grid Upgrade Chesterfield to Willington

nationalgrid

The Chesterfield to Willington Stage 1 consultation launched on 14 May 2024. With the announcement of a General Election on 4 July 2024, National Grid are rescheduling previously advertised consultation events that were planned during the pre-election period and will be extending the deadline for consultation feedback.

These events will be rescheduled for soon after the election and the rescheduled dates and event details will be communicated as soon as possible.

The consultation will remain open during this period and your ability to provide feedback will not be affected. Our project phone line and email will also continue to be monitored throughout this period should you require any assistance or have any questions.

We apologise for any inconvenience and appreciate your understanding.

All consultation information is still available to view at nationalgrid.com/chesterfieldtowillington.

Get in touch

0800 073 1047
(Monday-Friday between 9am and 5:30pm.)
chesterfield-willington@nationalgrid.com
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View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map, and register for email updates on the project.



F.3 Burton Mail 1 July 2024

News

It's all kicking off for James

EX-PRO FOOTBALLER LAUNCHES TWO CHILDREN'S ACADEMIES

By **JOSEPH RICHARDS**
 joseph.richards@reachplc.com

FORMER professional footballer James Cullingworth has launched two new children's academies.

Kixx Burton has reopened its doors to the public this month in both Burton and Swadlincote.

Under new ownership and coaching teams, around 100 children have so far attended the football academies.

Thirty-six-year-old James - who is now a PE teacher - is at the helm of the academies and brings a wealth of experience to his new venture thanks to his background in professional football and sports education.

James is currently a PE teacher at a secondary school in Derby,



where he also lives with his fiancé, Natalie, and their newborn daughter, Isla.

The Kixx Burton owner and lead coach spent a decade honing his football skills at Nottingham Forest Youth Academy, enjoying a season as a pro, before transitioning into coaching and education.

He is a qualified sports and football coach, holding both FA Level 2 and UEFA B coaching badges.

James said: "I am absolutely delighted to have launched my own children's football academies across Burton and Swadlincote.

"Helping the next generation through work is all I have ever known and loved to do, and now I can do this

with my own business which is something I have always wanted to achieve.

"I feel so privileged to have the opportunity to make a difference to children's lives in the area and hopefully we can do lots of cool stuff to help the local community too.

"Everyone has been so welcoming and complimentary of our service since we launched in June, and we can't wait to meet many more families at our academies."

Kixx Burton's Saturday sessions take place at The De Ferrers Academy school in Burton and Sundays at The Pingle Academy in Swadlincote.

The academies provide a fun introduction to football for children aged from just two years old to eight.

■ For more information you can contact Kixx Burton on Facebook or visit kixx.org.uk



James Cullingworth and, left, with daughter Isla

The Great Grid Upgrade
 Chesterfield to Willington



National Grid Electricity Transmission (NGET) is consulting on proposals to build approximately 60 kilometres of new overhead electricity line between Chesterfield and Willington.

During our stage 1 consultation we invite you to attend one of our public information events to learn more about the proposals and speak to a member of our team.

Area	Date	Time	Location
Allreton Amber Valley District	Monday 8 July 2024	1pm-6pm	Christ the King Parish Hall 104 Nottingham Road, Allreton DE55 7GL
Ripley Amber Valley District	Wednesday 10 July 2024	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 13 July 2024	10am-4pm	Calow Community Centre Alpits Road, Calow S44 5AT
Kilburn Amber Valley District	Monday 15 July 2024	2pm-7pm	Kilburn Village Hall Church Street, Kilburn, Belper DE56 0LU
Glapwell Bolsover District	Thursday 18 July 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent South Derbyshire District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE

Your feedback will play an important role in helping us to develop and refine our proposals. The deadline to provide feedback is **11:59pm on Tuesday 17 September 2024**.

Visit nationalgrid.com/chesterfieldtowillington to find out more.



Get in touch

0800 073 1047 (Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

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F.4 Burton Mail 4 July 2024

General Election 2024

Poll: Labour set to 'better 1997 win'

ANOTHER pollster has forecasted the Tories' worst ever loss in Thursday's vote, with Labour set to outperform its 1997 landslide victory in this year's General Election.

Chancellor Jeremy Hunt, Defence Secretary Grant Shapps and Veterans Minister Johnny Mercer are set to lose their seats, according to More In Common's MRP poll of 13,556 adults across Great Britain, for The News Agents podcast.

Labour is set for an upset in Islington North, where the party's former leader Jeremy Corbyn has a 91% chance of winning, but is on for around 430 seats in total, reducing the Conservatives Party's House of Commons tally to 126.

More in Common has also forecasted Reform UK winning two seats, likely Ashfield in Nottinghamshire which the party's Lee Anderson won in 2019 as a Conservative and Clacton in Essex, where Nigel Farage is standing.

The Green Party is tipped to win Brighton Pavilion where Caroline Lucas was the par-



Jeremy Hunt is predicted to lose his Surrey seat

ty's only MP between 2010 and 2024, with its target constituency Bristol Central - where party co-leader Carla Denyer is a challenger to Labour shadow culture secretary Thangam Debnair - "too close to call".

It comes after Survation quizzed 34,558 respondents and found it is "99% certain" Labour would win more than 418 seats - the number which Labour took under Tony Blair's leadership 27 years ago.

"The Conservative Party is virtually certain to win a lower share of the vote than at

any past general election," Survation analysts wrote.

Prime Minister Rishi Sunak had earlier rejected the suggestion of defeat and said he is "fighting hard for every vote".

His rival Sir Keir Starmer, on the campaign trail in Carmarthenshire, said: "I think the Tories have run a very negative campaign and they're failing to answer the question of what positive change they bring for the country."

Among the Conservative Party upsets forecasted by More In Common are losses to Labour in Welwyn Hatfield (contested by Mr Shapps), Monmouthshire (Welsh Secretary David TC Davies), Caerfyrddin (Chief Whip Simon Hart), Banbury (Attorney General Victoria Prentis) and Plymouth Moor View (Mr Mercer).

Chancellor Jeremy Hunt, contesting Godalming and Ash, and Justice Secretary Alex Chalk, contesting Cheltenham, are among the forecasted Conservative losses to the Liberal Democrats.



'Election may end the independence debate'

THE General Election could end the independence debate "for good", Scottish Conservative leader Douglas Ross said as voters head to the polls.

Mr Ross, who is standing as a candidate in the Aberdeenshire North and Moray East constituency, has urged voters to back the Tories to "finish the SNP".

He said while SNP leader and First

Minister John Swinney will use every SNP seat won as a "mandate" for independence, a Tory victory will instead "focus on priorities".

Mr Ross, who has said he will step down as party leader after the election and also step down as an MSP if he is re-elected to Westminster, said: "The SNP want today to be their independence day - but it can be the day that Scotland votes to be free of the SNP."

The Great Grid Upgrade Chesterfield to Willington



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Visit nationalgrid.com/chesterfieldtowillington to find out more.



Get in touch

0800 073 1047 (Monday-Friday between 9am and 5:30pm.)

chesterfield-willington@nationalgrid.com

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F.5 Burton Mail 8 July 2024

Politics

Battle to be Tory leader under way

LEADING contenders in the battle to replace Rishi Sunak and restore the Tories' fortunes have been making initial pitches to Conservatives for support.

Suella Braverman, Robert Jenrick and Victoria Atkins used a series of newspaper articles and interviews to say what they think went wrong for the Tories and how the party can turn itself around following its worst-ever election result.

Former Home Secretary Mrs Braverman said the party needed to take a tougher line on reducing immigration, claiming some Tories had treated voters like "mugs" and Mr Sunak had run an "idiotic strategy".

Ex-Immigration Minister Mr Jenrick said failing to reduce numbers coming to the UK was "our biggest and most damaging failure" and the former government "insulted the public with decisions that caused net migration to spiral to unprecedented levels".

And Ms Atkins said the country was still "instinctively Conservative" despite an elec-



Suella Braverman
ANDREW MATTHEWS/PA

tion which resulted in the Tories returning just 121 MPs, the lowest in the party's history, with Labour winning a majority of 174.

Writing in the Sunday Telegraph, Mrs Braverman said: "We Tories need to face facts: we failed in office and deserved this result."

Mrs Braverman, who is likely to seek support on the party's right on a platform of

leaving the European Convention on Human Rights, scrapping the Human Rights Act and rewriting the Equality Act, said Labour's cautious approach in the campaign worked "only because it faced our idiotic strategy of intermittently and inconsistently making 'Tory Right' noises - which disintegrated when set against our liberal Conservative record".

Mr Jenrick, who would also put a tougher line on immigration at the heart of any leadership pitch, wrote in the Sunday Times: "The fundamental reason we lost is because we failed to deliver what we promised for the British people."

Former Health Secretary Ms Atkins said there was still a "real opportunity" for the Tories to recover, with Labour's support "spread very thinly, a little bit like margarine".

She told the BBC the country was still "instinctively Conservative" despite the Labour landslide.



The removal lorry in Downing Street
JAMES MANNING/PA

Tories on the move

A PIANO and a sofa were among items removed from Downing Street in the aftermath of Labour's general election landslide.

Former Prime Minister Rishi Sunak and former Chancellor Jeremy Hunt and their families lost their residences in No 10 and No 11 as Labour swept to power.

Sir Keir Starmer and Chancellor Rachel Reeves are the new occupants, although the moving process will take a few days. On Saturday the

Prime Minister said: "We're not unpacked quite yet, but we will be soon and we'll be moving in soon but there's a bit of work to do before then."

On Sunday, a bright yellow lorry from the Bishop's Move firm was parked around the back of Downing Street, with a steady flow of items being carried out of the famous street.

A mattress, a bright red sofa and an upright piano were carefully stowed in the back of the lorry by a team of workers.

The Great Grid Upgrade
Chesterfield to Willington

nationalgrid

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Get in touch

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F.6 Burton Mail 9 September 2024

COST BUSTERS

Helping you manage the cost of living crunch

Afraid of ghosts?

CHEAP INSURANCE OFFERS COULD COST YOU DEARLY, SO BEWARE BUYING POLICIES FROM THESE FAKE BROKERS, WARNS VICKY SHAW

IF YOU'RE looking for ways to save some cash, "easy" ways to reduce outgoings can seem very tempting. But not all great deals may be what they seem - particularly if they're significantly cheaper than expected.

"Ghost brokers" will offer insurance deals at significantly lower costs, often through social media. They could be particularly appealing to younger adults, such as new students heading to university, as they tend to pay more for motor insurance policies, due to higher accident rates among this age group generally.

In reality, ghost brokers are not brokers at all. Fraudsters may forge documents or buy policies from legitimate insurance companies using false information to reduce the premium and then doctor them before selling them on.

Or they may take out a genuine policy, cancel it soon after and claim the premium refund - plus the victim's money.

A recent survey from YouGov indicates one in five (19%) 18- to 24-year-olds now use social media to search for car insurance deals, a prime hunting ground for ghost brokers.

The research, carried out for the Insurance Fraud Bureau (IFB), says reports of people being duped by fake motor insurance deals sold by ghost brokers on social media rose by 6% in 2023, compared with the previous year.

Jonathan Purvis, senior policy adviser for general insurance at the Association of British Insurers (ABI), says: "As budgets tighten and diaries fill up this autumn, the last thing university students and young people want to worry about is falling foul of fraudsters.

"It's important to remember that anyone, no matter your age, can be a victim of insurance fraud," he adds.

SCROLL: Lots of young people use social media to look for car insurance - making it a prime hunting ground for ghost brokers



"Beware of offers advertised on social media and contact insurance companies directly or check the Financial Services Register to verify broker details.

"The golden rule is to never act in haste - if a deal seems too good to be true, then it probably is."

Often, the person who has bought a policy from a ghost broker doesn't know it's fake until they try to make a claim, or they are stopped by the police.

The consequences of falling for one of these scams can be very serious, not only leaving victims out of pocket but also leaving them at risk of having their vehicle seized for driving uninsured.

If the police stop a driver with fake insurance, they could face the same consequences as other uninsured drivers. This includes their car possibly being crushed and facing court, where they could get a driving ban and be fined. If the holder of the fake policy ends up in an accident, they could be liable to cover the costs of injuries or damage caused.

SIX TOP TIPS TO HELP YOU BEAT THE GHOST BROKERS

- Here are some tips from the ABI to stay safe from ghost brokers:
 - Be cautious about offers advertised on social media.
 - Use the Financial Conduct Authority's Financial Services Register (available at fca.org.uk) to check if an insurance broker is authorised, or see if they are registered with the British Insurance Brokers' Association (BIBA). Check their website (biba.org.uk) for a list of authorised insurance brokers.
 - Look out for people claiming to be brokers who provide a mobile number or messaging app as a primary means of contact.
 - Consider contacting the insurance company directly to verify details.
 - If you have information about ghost brokers, contact the IFB's Cheatline either online or by calling 0800 422 0421;
 - And as always, remember that if a deal looks too good to be true, it probably is.

SWITCH & SAVE

Rowise Runny Honey (340g) £2.50, Iceland

FOR

Ocado Runny Honey (340g) £1.15
SAVE: £1.35

SHELF HELP

Oral-B Pro Clean Cross Action electric toothbrush was £59.99 now £24.99, Currys

*All prices correct at time of going to press and while stocks last

GET DUPED

Rare Beauty's Soft Pinch Tinted Lip Oil (£20, Space NK), right, beyond your budget? Try Aldi's new Tinted Lip Oils (below) £3.99 each

CHEERS!

Enjoy a taste of Spain with Cruzcampo Sevilla Lager, £6.25 for four cans at Sainsbury's or £5 with your Nectar card



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Chesterfield to Willington

nationalgrid

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Our proposals are part of The Great Grid Upgrade - the largest overhaul of the grid in generations.

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F.7 Derby Telegraph 14 May 2024

Let the bus take the strain of sightseeing

By **JOSEPH ASH**
joseph.ash@reachpic.com

AN open-top bus service that stops at some of the most popular Peak District beauty spots reopened for the summer season at the weekend - adding new routes for 2024.

The Peak Sightseer service by Stagecoach allows passengers to sit back and enjoy the scenery from a grandstand view.

Having reopened on Saturday, the service stops in places such as Castleton, Chatsworth, Bakewell, Bamford, Padley Gorge, Hathersage and the Monsal Trail.

A day ticket costs £9.50, giving passengers unlimited travel for the day, with a group ticket for up to five people costing £25.

The open-top service runs from Chesterfield and south Sheffield in the morning and return journeys towards Chesterfield and south Sheffield in the evening.

A new addition for this season is that there are two Peak Sightseer routes - the red route and the blue route, so you can see even more of the Peak District National Park from the open-top bus.

Details of the routes are as follows:

Peak Sightseer Red route

The open top bus travels one way in



The Peak Sightseer service by Stagecoach allows passengers to sit back and enjoy the scenery from a grandstand view

OPEN-TOP COACH WILL VISIT KEY PEAK DISTRICT TOURIST HOTSPOTS

a loop with stops at:

- Chatsworth House
- Pilsley for the Chatsworth Estate Farm Shop
- Hassop Station for the Monsal Trail
- Bakewell Bakewell Road for the town centre
- Ashford in the Water for Ashford Arms

Peak Sightseer Blue route

Buses on the Peak Sightseer Blue route go between Chatsworth House and Blue John Cavern using the same route in both directions. The route has stops at:

- Chatsworth House
- Baslow Nether End
- Calver Sough for Curbar and walks to Curbar Edge.

- Grindleford for Padley Gorge and the Longshaw Estate.
- Hathersage for Stanage Edge.
- Bamford for Bamford Edge and Ladybower if you're a keen walker.
- Hope for Lose Hill.
- Castleton for Peveril Castle.
- Blue John Cavern for Mam Tor.

Full details for ticket prices can be found on the Stagecoach website.

News

Top fashion brand joins the Derbion

A WELL-known fashion brand is set to open a new store in Derby city centre next month.

Fashion and lifestyle brand White Stuff has signed up for a 1,501-square-foot unit in Derbion.

The store will open in June and will showcase the brand's collections of womenswear and menswear as well as an array of accessories.

The announcement follows news that more than £5million is being invested in three major new concept stores for JD, New Look and Ann Summers at Derbion, with JD more than doubling the size of its store.

Beth McDonald, managing director at Derbion, said: "White Stuff is a fantastic brand and we're delighted that it will be joining our line-up of high street favourites and premium retailers.

"We've been on a journey of evolution at Derbion with a progressive leasing strategy that optimises the offer from our current retailers whilst attracting new brands."



Bakewell



Chatsworth



Castleton

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F.8 Derby Telegraph 10 June 2024

Weather

Around the Country

	Monday	°C	°F	Tuesday	°C	°F
Birmingham	showers	15	59	cloudy	14	57
Bristol	pcloudy	18	64	cloudy	16	61
Cardiff	pcloudy	18	64	cloudy	15	59
Carlisle	pcloudy	15	59	cloudy	14	57
Exeter	pcloudy	18	64	pcloudy	15	59
Gloucester	pcloudy	17	63	cloudy	15	59
Leeds	showers	15	59	cloudy	14	57
Liverpool	pcloudy	15	59	pcloudy	13	55
London	showers	16	61	cloudy	16	61
Manchester	showers	15	59	cloudy	14	57
Norwich	showers	13	55	pcloudy	13	55
Nottingham	showers	14	57	cloudy	14	57
Plymouth	pcloudy	17	63	pcloudy	15	59
Swansea	pcloudy	17	63	pcloudy	14	57

Around the World

	Monday	°C	°F	Tuesday	°C	°F
Amsterdam	rain	14	57	rain	14	57
Beijing	overcast	38	100	overcast	39	102
Corfu	sunny	26	79	sunny	26	78
Majorca	overcast	26	79	rain	24	76
Mexico City	rain	28	83	overcast	28	83
Moscow	rain	22	72	rain	21	70
New Delhi	sunny	45	113	overcast	46	114
New York	sunny	24	76	pcloudy	24	76
Paris	rain	17	63	rain	18	65
Rio	sunny	28	82	sunny	28	82
Rome	pcloudy	27	81	overcast	29	84
Sydney	sunny	16	60	overcast	17	62
Tokyo	rain	23	74	overcast	27	80

Today's Weather

Skies will be partly cloudy today with widespread showers. Afternoon highs will range from 14 to 15C.



Sun & Moon

Sunrise	4:45 a.m.		
Sunset	9:29 p.m.		
Moonrise	8:15 a.m.		
Moonset	12:38 a.m.		

Almanac

	Birmingham	Cambridge	Derby	Nottingham
Yesterday's High (°C/°F)	15/59	14/57	16/61	16/61
Yesterday's Low (°C/°F)	6/43	6/43	8/46	13/55
Yesterday's Precip	0.00"	0.00"	0.00"	0.00"

	Burton-on-Trent	Coventry	Leicester	Stoke-on-Trent
Yesterday's High (°C/°F)	16/61	15/59	16/61	15/59
Yesterday's Low (°C/°F)	9/48	6/43	8/46	5/41
Yesterday's Precip	0.00"	0.00"	0.00"	0.00"

Four-Day Outlook

	Cloudy. 14°C / 57°F	Tuesday 8°C / 46°F
	Cloudy. 14°C / 57°F	Wednesday 6°C / 43°F
	Scattered light rain. 15°C / 59°F	Thursday 10°C / 50°F
	Scattered light showers. 17°C / 63°F	Friday 11°C / 52°F

River Levels

	Current (m)	Flood		Current (m)	Flood
River Trent			River Leen		
Bucknall	0.15	0.39	Bulwell	0.36	1.10
Clifton Bridge	0.95	2.90	Lenton	0.16	1.00
Colwick	1.23	3.60	River Soar		
Shardlow	0.70	1.70	Freemen Weir	0.19	0.47
Willington	1.15	2.35	Littlethorpe	0.56	2.13
River Derwent			River Nene		
Church Wilee	0.65	1.60	Kislingbury	0.12	1.89
Derby City	0.61	2.00	South Bridge	1.15	1.20
River Cam			River Ouse		
Cambridge Bait's Bite	0.25	0.29	Goole	0.24	na
Dernford	0.19	0.40	Selby Lock	2.53	3.78
River Cole			River Rea		
Solihull	0.27	0.42	Calthorpe Park	0.10	0.42
River Tame			River Granta		
Perry Park	0.59	0.87	Stapleford	0.21	1.02

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

The Chesterfield to Willington Stage 1 consultation launched on 14 May 2024. With the announcement of a General Election on 4 July 2024, National Grid are rescheduling previously advertised consultation events that were planned during the pre-election period and will be extending the deadline for consultation feedback.

These events will be rescheduled for soon after the election and the rescheduled dates and event details will be communicated as soon as possible.

The consultation will remain open during this period and your ability to provide feedback will not be affected. Our project phone line and email will also continue to be monitored throughout this period should you require any assistance or have any questions.

We apologise for any inconvenience and appreciate your understanding.

All consultation information is still available to view at nationalgrid.com/chesterfieldtowillington.

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F.9 Derby Telegraph 1 July 2024

News

It's all kicking off for James

EX-PRO FOOTBALLER LAUNCHES TWO CHILDREN'S ACADEMIES

By JOSEPH RICHARDS

joseph.richards@reachplc.com

FORMER professional footballer James Cullingworth has launched two new children's academies.

Kixx has reopened its doors to the public this month in both Burton and Swadlincote.

Under new ownership and coaching teams, around 100 children have so far attended the football academies.

Thirty-six-year-old James - who is now a PE teacher - is at the helm of the academies and brings a wealth of experience to his new venture thanks to his background in professional football and sports education.

James is currently a PE teacher at a secondary school in Derby,



where he also lives with his fiancé, Natalie, and their newborn daughter, Isla.

The Kixx owner and lead coach spent a decade honing his football skills at Nottingham Forest Youth Academy, enjoying a season as a pro, before transitioning into coaching and education.

He is a qualified sports and football coach, holding both FA Level 2 and Uefa B coaching badges.

James said: "I am absolutely delighted to have launched my own children's football academies across Burton and Swadlincote.

"Helping the next generation through work is all I have ever known and loved to do, and now I

can do this with my own business which is something I have always wanted to achieve.

"I feel so privileged to have the opportunity to make a difference to children's lives in the area and hopefully we can do lots of cool stuff to help the local community too.

"Everyone has been so welcoming and complimentary of our service since we launched in June, and we can't wait to meet many more families at our academies."

Kixx's Saturday sessions take place at the De Ferrers Academy school in Burton and Sundays at the Pingle Academy in Swadlincote.

The academies provide a fun introduction to football for children aged from just two years old to eight.

■ For more information you can contact Kixx on Facebook or visit kixx.org.uk



James Cullingworth and, left, with daughter Isla

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F.10 Derby Telegraph 4 July 2024

Your Home

THE SOFT APPROACH
Subtle shades like pastels can feel less intimidating than bolder colours like red and orange, so if you're a colour novice, ease yourself in gently with pale pinks, peachy tones and mint greens. These tones are typically calming and will help you feel relaxed in your kitchen



Kitchen colour

Brightening up your kitchen can make you a more creative cook, says **ALI GRAVES**

BRINGING slices of summer sunshine into your kitchen can be an enormous source of inspiration, says colour psychology expert Karen Haller. Harnessing the power of colour within your cooking space can

influence how you think, feel and behave in the hub of your home.

Karen, author of *The Little Book of Colour*, says, "Brighter colours, such as warm yellows, orange, turquoise and peachy tones, can help to create a happier, joyful and more optimistic space, which encourages connection, inspiration and an openness to new ideas.

"If you incorporate elements of these brighter colours into your kitchen, whether that's by painting a wall or more subtly through your cookware, it can influence your mindset and help trigger creativity without you realising it."



GET CREATIVE
Bright accessories are a simple way to give your kitchen a colour boost, but you can also use food to introduce some vibrant tones to the room. A bowl of fruit will instantly brighten up your worktop, and you can use glass jars to display any other colourful ingredients.



Utensils, £7.99, Homesense



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F.11 Derby Telegraph 8 July 2024

How county council slashed budget overspend by over half

By JON COOPER
Local democracy reporter

DERBYSHIRE County Council has revealed how dramatic cost-control measures have helped to reduce an estimated £46.4 million budget overspend forecast for the 2023-24 financial year by more than half – with the remaining shortfall to be met from its financial reserves.

The Conservative-controlled council claims the forecast revenue overspend was due to external forces beyond its control which are still affecting its budget, including higher than anticipated inflation, higher fuel, energy and material costs and an increasing demand for services, particularly in adults' and children's social care.

But the council's Cabinet is due to consider a report on Wednesday which reveals how it has reduced its forecast revenue overspend by £24.7m, which is more than half the original deficit forecast for 2023-24 of £46.4m that was first reported last September.

The council's managing director, Emma Alexander, said: "All services have worked incredibly hard to ensure the strict cost-control measures were followed and the use of every pound was, and continues to be, scrutinised."

"While the final overspend for

2023-24 of £21.7m is an improved position from earlier in the financial year, this has still resulted in a significant additional use of reserves which, if we are to keep the level of reserves at a safe level we cannot afford to happen this year or in subsequent years."

The report outlines how a combination of strict cost-control measures, additional income and grant funding, departmental savings and use of reserves has resulted in an improvement of £24.7m on the overspend sum originally forecast and the final end-of-year revenue overspend of £21.7m for 2023/24 is to be met from reserves.

During efforts to balance the 2023-24 estimated budget deficit, the

council imposed cost-control measures in September.

These included: Freezing recruitment except for essential jobs, and reducing the use of agency staff; reducing overtime; reducing non-essential travel and training; reducing printing, IT equipment and stationery spending; only carrying out health and safety repairs on properties; and where expenditure was non-essential, ceasing or delaying procurement for supplies and services and postponing projects still in the planning stage.

The council also claims its 2023/24 pay award for staff, which is agreed at a national level but funded at a local level, had also added to the financial pressure.

Senior council officials, who have welcomed the reduction, have still warned the challenges affecting authorities across the country have not gone away.

And after the council also laid down further saving proposals, in February, as part of efforts to also balance an estimated deficit of around £40m for the current 2024-25 financial year, opposition Labour group leader Joan Dixon accused the authority of placing the council on the edge of bankruptcy.

As part of the 2024/25 budget proposals, the council has already decided to close 10 children's centres with more than 100 potential job cuts and the "disestablishment" of its Early Help Service with the intro-

duction of a new Family Help service to achieve a £3.9m savings target.

It is also considering the future of 11 residential homes and eight day opportunity services for elderly people after identifying potential savings of more than £5.2m with possible care home closures, and over £1.3m with possible day centre closures.

The council has also been considering redesigning how it provides day opportunity centres and short-break residential units for adults with learning disabilities and/or autism which some fear could result in some support services and centres being discontinued and closed.

In addition, it is introducing cost-saving efficiency changes at its nine household waste recycling centres including reduced opening hours, new charges to dispose of tyres and asbestos, and a trial scheme to allow small businesses to pay to use two of the centres.

Derbyshire County Council stated the saving proposals for 2024/25 – some of which have already been agreed and others which are still being consulted on – remained necessary due to a predicted funding gap for 2024-25 of around £40m when the budget for the current financial year was approved.

£24.7M CUT FROM TOTAL OF £46.4M THAT HAD BEEN FORECAST

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F.12 Derby Telegraph 9 September 2024

facebook.com/derbyshirelive

MONDAY, SEPTEMBER 9, 2024 **DERBY TELEGRAPH** 25



PICK OF THE DAY

Teacher tangle: Tim (Emmett J. Scanlan), Dani (Kara Tointon) and Jimmy (Will Mellor)



BY SARA WALLIS

Tonight's TV

MR BATES VS THE POST OFFICE: THE IMPACT

ITVI, 9pm

Mr Bates vs The Post Office, which aired in January, was ITV's biggest new drama in over a decade, with over 13 million now having watched the first episode.

It sparked a national conversation about a shocking scandal, when hundreds of Post Office workers were wrongfully convicted of theft and fraud due to faulty software.

This documentary delves into the huge impact of the drama, featuring subpostmasters Jo Hamilton, Jess Uppal, wrongly jailed Noel Thomas and campaigner Alan Bates (below), plus others who have come forward since the series aired.

The film tells the story of what has happened since in their lives, how their fight continues as well as illuminating new layers of this scandal.



JAMIE: WHAT TO EAT THIS WEEK

Channel 4, 8pm

It sounds like a hard sell, but Jamie (right) is pushing cabbage this week - if anyone can, he can. This latest show celebrates the seasons and "all the ingredients of now".

In Jamie language, this means there's talk of "next level veg", while curries are cracking, pastas are perfect, soups are stunning and seasonal puddings are sensational.

He's in his shed (it's way more than just a shed), cooking up the best of autumn.

First he gets creative with savoy cabbage, then picks his home-grown sweetcorn to combine with beans, breadcrumbs, herbs and feta for a smoky sweetcorn burger.

Finally, he gives us a clever tip for saving tomato seeds for planting out next year.



MISSDEMEANOUR

THIS binge-worthy drama returns, this time with a brand new story and fresh characters.

Kara Tointon stars as Dani, a passionate art teacher who is having marriage problems and heads off on a school trip that ends in tragedy.

Dani has a strained relationship with her husband Tim, played by Emmett J. Scanlan, but seeks comfort in the arms of fellow teacher Jimmy, played by Will Mellor.

They head off into a remote lakeside woodland on the trip, where the teenagers must ditch their mobile phones and embrace the outdoors.

THE TEACHER

Channel 5, 9pm

But there's clearly an issue between Jimmy's boisterous son Matt and quiet student Zac. Tensions rise between them and it becomes clear that Zac has something on his mind.

During a team building activity, Dani leaves the group to have sex with Jimmy in a nearby boathouse.

When she returns, she finds the students have dispersed and Zac is missing.

Panic sets in as everyone searches for him...

And Dani is immediately forced to lie about where she had been when he disappeared. Very soon, guilt and lies escalate as dark secrets emerge and Dani tries to right her wrongs.

She also soon realises she has been manipulated and needs to protect her students.

Kara says: "The part was interesting for me because I've never really played a role where people might instantly take a disliking to my character. She's not evil, but you question her choices. I've never played anyone so controversially naughty!"



The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

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SOAP WATCH

EMMERDALE

ITVI, 7.30pm

Cain (right) is taken back to hear about Moira's 'kiss' with Nate from Caleb. When Moira plays down the moment, his incredulity only makes her angry. Nate is a rabbit in the headlights when Cain turns up looking for an explanation.

Will's on edge to hear from the blackmailer and determined to find out who he's dealing with.

Tom urgently tries to hide the evidence of stalking Belle by removing all of the hidden cameras he had set up - but Jimmy corners him.



EASTENDERS

BBC1, 7.30pm

Chrissie Watts, played by the brilliant Tracy-Ann Oberman (below), is back - so expect drama and chaos. Why is she back and what's she up to?

A difficult conversation leaves Elaine shaken up.

George and Kojo have a fun day out together, but when they return to The Vic, Johnny accidentally triggers Kojo, who hits out at him.

As Elaine and George have a row, they don't realise that Kojo is listening.

Kojo slips out of The Vic and goes missing.



CORONATION STREET

ITVI, 8pm

A hungover Billy (right) realises he's lost his phone and is thrown into panic as it contains all of his photos and memories. As he sets off to retrace his steps, Summer and Bernie are horrified to discover Paul unresponsive on the sofa, struggling to breathe.

Nick informs Toyah that he is going to report Rowan to the police for blackmail.

Amy tells Ken she's going to have to work more hours if she's ever to replace her £40k inheritance.



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F.13 Derbyshire Times 16 May 2024

NEWS

School 'welcoming and friendly'

An Ilkeston junior school is celebrating after it was graded 'good' by Ofsted. Kensington Junior Academy, on St John's Road, has been rated good across all categories including quality of education, behaviour and attitudes, personal development and leadership and management following a recent Ofsted inspection. It's a great success for the junior school, which has around 200 pupils on its roll, as it was rated as 'requires improvement' during its last full inspection in 2017 - before being transformed into an academy. Ofsted inspectors noticed a lot of improvements in the last years and in the new report published on May 13, the school has been hailed as a 'welcoming and friendly' place with 'confident learners who are proud to be part of its community'. The report reads: "Pupils live up to the school's values of 'inspire, believe



Staff and pupils celebrate the good Ofsted rating.

and achieve'. They feel happy and safe here. They are respectful and understanding of others. "Staff at the school feel valued. They know that school leaders consider their workload and well-being. "They are proud to work at the school." Inspectors also praised the

school's pastoral support and the 'well-planned and ambitious' curriculum as well as the 'effective' safeguarding measures. Headteacher Becky Turner said: "I am immensely proud of this report, which is a testament to the dedication of our staff, pupils, parents and community."



An outdoor classroom and a viewing platform have been damaged.

Conservation site targeted by vandals

Vandals have caused around £5,000 worth of damage to the UK's first Young People's Forest in Derbyshire. A new viewing platform and outdoor classroom has been damaged over the past few weeks at the Mead site near Heanor - where

250,000 new trees were planted mostly by young people. Whilst the community has rallied against the vandalism, which involved arson and general damage, the Woodland Trust has had to get the police involved.

Emily Moore, the Woodland Trust's youth development manager at the site, said: "Over the past few weeks it is such a shame we have seen a small minority of people vandalising the site. But we and our many young people and community involved in the project, won't let it derail all the good work we are doing here. "So much has been achieved at the site. It was just fields before, and young people have rolled their sleeves up and have helped turn a barren landscape into a new and thriving forest and led the way in creating an engaging place to visit. We are determined this will continue." Emily said that they have reached out to the local community to provide answers to who the culprits are - and she will be installing CCTV at the site over the coming days. The Young People's Forest at Mead was planted on an extensive former open cast mining site near Heanor. The thriving new woodland is scattered with biodiverse ponds, open spaces and species-rich grassland.

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F.14 Derbyshire Times 30 May 2024

NEWS

Council chief raises £55,000 for hospice

Tom Hardwick
Thomas.Hardwick@jpress.co.uk
@D_Times

A council chairman has raised £55,000 towards Ashgate Hospice in the past year, taking his total for the charity beyond £130,000.

Chairman of North East Derbyshire District Council, Councillor Martin Thacker MBE, has been raising money for the local hospice and chose Ashgate as his Charity of the Year.

It is the second time he has supported the hospice after previously being selected as chairman of the council in 2021/22.

Councillor Thacker, who represents Brampton and Walton Ward, and his consort, Jean Spencer, have been fundraising since last May.

From an entertaining 'Elvis Night' to a trip to Brampton Brewery, Councillor Thacker and his committee organised more than 15 different charity events.

Barbara-Anne Walker, Chief Executive at Ashgate Hospice, said: "Once again, we are absolutely astounded at the support we have received from Councillor Thacker and his volunteer team.

"They have all gone above and beyond in their efforts by arranging fun and exciting events all year round.

"We rely on the hard work and generosity of the people of North Derbyshire in order to raise more than £11 million towards our care every year.

"This kind of donation will mean we can be there for so many patients and their families across our region.

"A huge thank you to Coun-

cillor Thacker, Jean Spencer and everyone who was involved with their fundraising efforts. We are beyond grateful."

Councillor Thacker and Jean Spencer, handed over the bumper cheque to the hospice's Chief Executive on May 20.

He said he was proud to have been able to make a "huge difference" to so many people's lives.

Councillor Thacker added: "Jean and I have met many inspirational people during our time in office, which has been evident during our fundraising for Ashgate Hospice.

"We are incredibly grateful to those who have come along to our events or helped in any other way.

"Fundraising in the current economic climate has been challenging. However,

we have not been deterred from highlighting the work of the hospice and raising money for this very worthy charity.

"We are proud to have realised an amount of £55,000 and know the hospice will put the money to good use to make a difference for patients and their families."

In 2021/22, Councillor Thacker raised £79,500 throughout the year, which means the total amount raised over both appeals comes to £134,500.

Councillor Thacker also advocated towards the charity's appeal to national government for more funding for hospices earlier in the year.

To support Ashgate Hospice's vital work through fundraising in the community, go to www.ashgatehospice.org.uk/fundraising



Councillor Thacker has presented his cheque to Ashgate Hospice

The Great Grid Upgrade

Chesterfield to Willington

nationalgrid

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F.15 Derbyshire Times 13 June 2024

NEWS

'Don't copy the Love Island stereotype'

Gay Bolton
 gay.bolton@nationalworld.com
 @BoltonHG

Television show Love Island coupled with social media puts pressure on young people to conform to a certain look, claims a Chesterfield beautician who struggled with body dysmorphia disorder as a teenager.

Emily Spence spent £5,000 on lip filler, cheek filler, chin filler, jaw filler and Botox only to have them dissolved seven years later at the age of 25 when she hated the way she looked. She said: "It started off subtle and I wanted more and more, I'd go back every three months, even though I didn't need it. I would have treatments done and basically change my appearance so I didn't recognise myself.

"Social media had a big part in it – when you are growing up, you're wanting to start going out and you're seeing stuff online about how you should be looking or dressing – it influences the way that you feel you should conform to.

"I used to watch Love Island years ago when I was at the height of my body dysmorphia but I haven't watched it for a very long time. The reason for that is I feel that they are not showing different varieties in shapes and sizes and the fact that everyone's different. I think it's really bad for the younger generation who are going to think if they want to get anywhere in life or want to go on television shows that's the way they have to look to accomplish that. It's unrealistic."

Emily, now 30, decided to use her past experiences with body dysmorphia disorder as

a force for good. She said: "I've used my own pain and knowledge to help people not to do the same as I did."

She studied at Derby University for an adult nursing degree and later qualified as an aesthetics practitioner. Four years ago, Emily launched Aumento Aesthetics on Whittington Hill where she offers anti-wrinkle injections, dermal fillers, skin boosters, regenerative skin treatments and hydro facials. She said: "My ethos with the business is all about enhancing who you are, not changing who you are. Aumento means enhancement in Italian."

Emily has also created a body dysmorphia guide for aesthetic practitioners, giving all the information about what they should be assessing in clients and how to be ethical, promoting their business on social

media and not using celebrities to entice bookings.

Now a mum with a three-year-old daughter, Emily is content with how her body looks. She said: "I loved my body even more when I was pregnant – I was really happy. I think it was because I knew that I'd truly healed my body dysmorphia and I was embracing my body and carrying my little one. Body dysmorphia enabled me to look at things in a different way and how people view themselves. You don't need to compare yourself to other people, you need to be happy in yourself, love yourself and the rest kind of dissolves away. When you're happy with how you are on the inside, it doesn't matter how you look on the outside."

To find out more about the treatments Emily provides, go to www.aumentoaesthetics.com.



Emily Spence used her experiences of body dysmorphia disorder to train as an aesthetics practitioner and open a business in Chesterfield.

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F.16 Derbyshire Times 4 July 2024

NEWS

Drunk driver caught after cinema visit

Ben McVay
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A Chesterfield man who could 'hardly stand up' with three children in his care was later pulled over in his car by police after concerned cinema staff alerted officers, a court heard.

Alan Cooke, 39, was more than twice over the drink drive limit when police stopped him outside Chesterfield's Cineworld complex at Alma Leisure Park.

Chesterfield Magistrates Court heard how on March 16 staff at the cinema reported 'a highly-intoxicat-

ed male' who could 'hardly stand up' on the premises with three children.

A prosecutor said: "Officers waited until the film had finished and the defendant got into the vehicle with the three children and drove away."

Once detained at the roadside, grounds worker Cooke gave a reading of 176 milligrams of alcohol in 100 millilitres of blood, the court heard. However the offending was categorised as more serious due to the presence of three children in the car.

The defendant, of Springvale Close, Danesmoor, had 13 previous convictions for 25 offences on his record,

said the prosecutor. However non of his previous offending was of a similar nature.

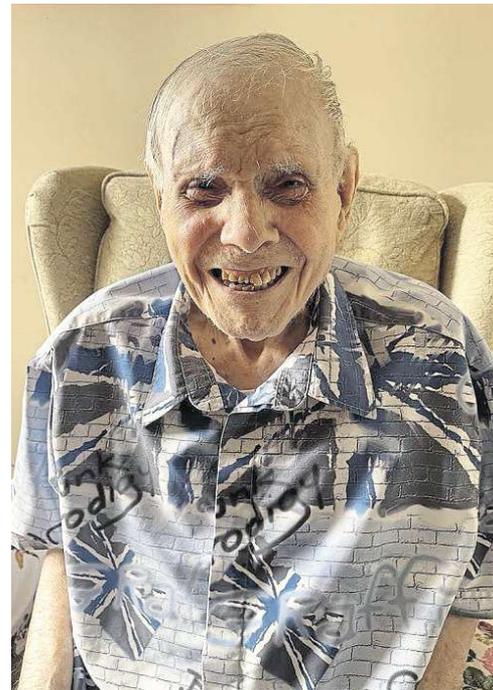
Cooke's defence solicitor David Gittins said a relationship breakdown had led his client to drink.

Mr Gittins said: "Police let him drive so he couldn't have been staggering all over the road. He has only gone a matter of metres, he hasn't left the Cineworld complex."

The solicitor added that upon his arrest Cooke was compliant.

Cooke admitted drink driving. He was handed a 21-month driving ban, a £500 fine with a £200 victim surcharge and £85 court costs.

Card appeal for D-Day veteran



Maurice Baldwin will turn 104 on July 25.

Organisers of a celebration to mark a veteran's 104th birthday are counting on kind-hearted people to rally to a birthday card appeal. Maurice Baldwin, a resident at Kilburn Care Home in Belper, is set to celebrate his remarkable birthday on July 25.

Staff at the home have launched an appeal for 104 birthday cards to make Maurice's big day extra special. Maurice, who can remember D-Day, has spent more than a century witnessing extraordinary changes. He married Joan in 1940 and together they built a loving family, including five children, 15 grandchildren, 26 great-grandchildren and seven great-great-grandchildren. Sadly, Maurice and Joan lost one of their children at the age of 56.

Amy Weston, care home manager, said: "Maurice is an inspiration to us all." Cards can be sent to: Kilburn Care Home, Dale Park Avenue, Kilburn, Belper, DE46 0NR.

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F.17 Derbyshire Times 11 July 2024

NEWS

Retailer reopens after flood refit

Gay Bolton
 gay.bolton@nationalworld.com
 @BoltonHG

Animal care retailer Pets at Home has reopened its Chesterfield superstore following a £1.3million revamp.

Ribbon-cutting ceremonies on Friday morning at the Ravenside Retail Park celebrated the occasion as the store welcomed customers inside for the first time in nearly nine months.

Pets at Home is the last store to reopen at the shopping parade after flooding caused by Storm Babet.

Anna Cremin, manager, said: "It is really good to get back and it will be lovely to see some of the old faces that we've missed as well as wel-



Paul Meiring, practice owner, cuts the ribbon to mark the reopening.

coming a lot of new customers.

"We've got a brand new pet village, aquatics and rep-

tile sections, a larger groom room and state of the art veterinary centre. With the vets going up on the mezza-

nine floor it has opened the shop door to a wider range of products.

"We've invested in flood defences and we've also got systems to stop the flow of water coming back into the building if such events happen again."

A river behind the store burst its banks during Storm Babet in October 2023.

Anna said: "It flooded the shop incredibly quickly. Colleagues acted as fast as they could - the care of the pets was obviously paramount and the care of the colleagues on top of that as well."

The Vets 4 Pets practice operated from cabins at the side of the store while the Pets at Home building was refitted following the flood.

Homes planned for site of former club

Plans have been unveiled to build 25 new homes in Chesterfield on a site formerly occupied by a social club and a bowling green.

The land at Station Lane became available after the redundant Old Whittington Miners Welfare Club was knocked down after 88 years of serving the community. The bowling green has not been used for five years.

Moorgate Development Ltd and Nottingham Community Housing Association have applied to Chesterfield Borough Council for planning permission to build four one-bedroom flats, 14 two-bedroom houses and seven three-bedroom houses on the site. These would be a mix of rent and shared ownership homes.

The proposed properties would include five terraces of three units, three semi-detached pairs and two blocks of flats.

The houses would have two parking spaces each and a shed or shed space to store up to two cycles.

The flats would have one parking space each and Sheffield hoop type storage in the rear garden to allow for one bike per flat.

A report prepared for the applicants by Jon Bradbury of JEB Planning states that there are currently 17 bowls clubs and 18 bowling greens within a 15-minute drive of the facility at Old Whittington.

Mr Bradbury comments: "The bowling green has not been used in over five years and the bowlers have moved on to play at other clubs taking up spare capacity in provision within the district."

"A case exists for the loss of the bowling green and the assessment undertaken has demonstrated that the facility is surplus to existing and future requirements."

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F.18 Derbyshire Times 12 September 2024

NEWS

In court

Here are the latest cases heard by Chesterfield and Derby magistrates:

David Lyon, 53, of Heming Avenue, Pilsley: Guilty of driving at a speed exceeding 30 miles per hour – namely 37 miles per hour. Handed three penalty points, £54 fine, £22 victim surcharge and £150 court costs.

Deborah Rivers, 47, of Cardinshaw Road, Matlock: Guilty of failing to provide information identifying the driver of a vehicle alleged to have been guilty of an offence. Handed six penalty points, £180 fine, £72 victim surcharge and £85 court costs.

Jack Hughes, 22, of Bennimore Way, Walton, Chesterfield: Guilty of failing to comply with the requirements of a community order. Handed £60 fine and £60 court costs.

Luke Twigg, 31, of North Side, Chesterfield: Guilty of failing to comply with supervision requirements following release from prison. No action taken.

Dewi Priestley, 20, of Willows Avenue, Alfreton: Guilty of failing to comply with the requirements



Chesterfield Magistrates Court

of a community order. Handed 15-day rehabilitation activity requirement, £40 fine and £60 court costs.

Raymond Long, 59, of Chesterfield Road, Matlock:

Guilty of driving at a speed exceeding 40 miles per hour – namely 62 miles per hour. Handed five penalty points, £553 fine, £221 victim surcharge and £110 court costs.

Jason Toplis, 50, of West Street, Holmgate, Clay Cross: Guilty of driving uninsured and with no MOT. Handed six-month driving ban, £400 fine, £160 victim surcharge and £110 court costs.

Michael Lowe, 37, of Racecourse Road, Newbold: Guilty of driving without due care and attention and driving at a speed exceeding 30 miles per hour – namely 60 miles per hour. Case adjourned.

Duncan Day, 49, of Wall Street, Ripley: Guilty of failing to comply with the requirements of a community order. Case adjourned.

Israa Sajawal, 21, of Balmoral Way, Hatton, Derby: Guilty of failing to provide information identifying the driver of a vehicle alleged to have been guilty of an offence. Handed six penalty points, £180 fine, £72 victim surcharge and £85 court costs.

James Harvey, 37, of Fabis Close, Swadincote: Guilty of failing to provide information identifying the driver of a vehicle alleged to have been guilty of an offence. Case adjourned.

Gary Longden, 57, of Snake Road, Bamford: Made subject of a sexual

risk order. **Mateusz Kaminski, 32, of Bass Street, Derby:** Guilty of breaching a domestic violence protection order. Jailed for 28 days.

Andrew Bryson, 46, of Green Lane, Derby: Guilty of failing to comply with the requirements of a community order. Handed £60 fine and £60 court costs.

Kelvin Little, 39, of Woodville, Swadincote: Guilty of failing to comply with the requirements of a community order. Handed 110 hours of unpaid work and £60 court costs.

Brandan Woolley, 21, of Mansfield Street, Chester Green, Derby: Guilty of failing to comply with supervision requirements following release from prison. Jailed for seven days.

Harmanpreet Sharma, 22, of Dale Road, Normanton, Derby: Guilty of driving uninsured. Handed six-month driving ban, £400 fine, £160 victim surcharge and £110 court costs.

Malcolm Smith, 64, of New Close, Eyam: Guilty of driving at a speed exceeding 30 miles per hour – namely 42 miles per hour. Handed four penalty points, £93 fine, £37

victim surcharge and £110 court costs.

Josephine Stewart, 84, of Little Woodbury Drive, Derby: Guilty of driving at a speed exceeding 30 miles per hour – namely 38 miles per hour. Handed six-month driving ban, £93 fine, £37 victim surcharge and £110 court costs.

Thomas Dale, 22, of Scott Drive, Belper: Guilty of driving uninsured. Handed six-month driving ban, £422 fine, £168 victim surcharge and £110 court costs.

Helen Davenport, of Crayford Road, Alveston: Guilty of failing to comply with a remedial notice under the Antisocial Behaviour Act by not reducing hedges to four metres following a complaint. Handed two-year conditional discharge and £3,000 court costs.

Joanne Linguard, 51, of Turnlee Drive, Glossop: Guilty of driving uninsured. Handed six penalty points, £392 fine and £157 victim surcharge.

Baljot Dhalwal, 23, of Rykneld Road, Derby: Guilty of failing to provide information identifying the driver of a vehicle alleged to have been guilty of an offence. Case adjourned.

The Great Grid Upgrade

Chesterfield to Willington

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Open Evening 2024

Thursday 26th September | 6:00pm - 8:00pm
Join us in The Suite at The Ripley Academy

Parents and carers of Year 5 and Year 6 children are most warmly invited to attend our open event this autumn. An exciting opportunity to find out just what makes The Ripley Academy #nothingshortofremarkable.

Meet the students

At Ripley, we pride ourselves on those at the heart of the academy, our remarkable students.

They will be on hand to answer your questions and accompany you on a guided tour of our wonderful learning facilities.

Talk to the staff

Our committed staff will be ready to answer all of your questions regarding academic life at our school.

Their classroom doors will be open as they invite you to find out why The Ripley Academy is the perfect choice for your child's next steps.

Unable to join us?

Do not worry, we would be delighted to invite you in for a personal tour.

Please contact us by calling 01773 746334 or emailing enquiries@ripleyacademy.org should you wish to arrange a tour in the week commencing Monday 30th September.

"Pupils are proud to come to this happy and harmonious school."

"They feel valued and cared for"

Ofsted | 2020

F.19 Nottingham Post 14 May 2024

Review

TENACIOUS D MOTORPOINT ARENA

Black magic!

By KEVIN COOPER

TENACIOUS D were at the Motorpoint Arena on Sunday night as part of their completely sold-out seven-date Spicy Meatball Tour and delivered a live show that played out like a rock musical with props, dramatic acting, sensational musicianship and exceptional vocals.

Formed by Jack Black and Kyle Gass in 1994 as a joke when they were struggling actors, the duo have gone from underground Los Angeles clubs to arenas packed with thousands of their "D-ciples" - and on this showing it's easy to see why.

Opening with their movie Pick Of Destiny's first track Kickapoo, the band rocked through their signature songs, Low Hangin' Fruit, Rize Of The Fenix and Wonderboy, all sung

into microphones held aloft by larger-than-life red hands.

Before they launched into one of their best-loved songs, Tribute, the huge demon mentioned in the lyrics was inflated behind them towards the back of the stage, much to the delight of the crowd.

Throughout, the acoustic guitar duelling was tremendous, delivered by two ageing comedians who never let the energy levels drop.

Their show was completely entertaining, although a bit wild, but showcased their undeniable chemistry and comedic timing.

When The Metal stomped on to the stage, they ran in fear as they launched into the fan favourite before dancing

alongside the demon.

Yet beneath the jokes are two extremely talented musicians. For the likes of Roadie, Dude (I Totally Miss You) and a cover of



Kyle Gass

Chris Isaak's Wicked Game they stuck with acoustic guitars, while captivating electric guitarist John Konesky and sensational bassist John Spiker, with heart-

pounding drummer Scott Seiver, delivered wonderful backing.

The encore included Master Explorer and The Spicy Meatball Song.

It was evident that Black and Gass don't take themselves seriously, which made for a magnificent evening of laughter and music which for this crowd could have gone on and on.



Jack Black at the Motorpoint Arena KEVIN COOPER

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F.20 Nottingham Post 10 June 2024

General Election 2024

Labour aims to build new prisons

THE shadow justice secretary yesterday declined to rule out Labour ending the Tories' early prisoner release scheme, despite party leader Sir Keir Starmer saying he was "critical" of the strategy.

The plan introduced under Prime Minister Rishi Sunak allows some prisoners to be released up to 70 days before the end of their sentence, in an effort to ease overcrowding in prisons in England and Wales.

The Tories had previously promised to deliver 20,000 new prison places, and 6,000 have been created so far. Labour said it would ensure the delivery of the remaining 14,000 by unblocking the planning process and boosting the prison-building programme.

Shadow justice secretary Shabana Mahmood declined to rule out ending the early release scheme, as she said Labour would need to "lift the bonnet" in Government before knowing the true extent of the crisis in prisons.



Shabana Mahmood yesterday

She told the BBC yesterday: "I think actually the Government needs to level with the public. We all know that prisons are running at either 98% capacity or 99%.

"It is a dereliction of duty that the Government hasn't actually released all of the figures about their early release scheme - they've actually been doing that in secret.

"It would be irresponsible for me from opposition, without seeing the data about the number of offenders that have been

released or having all of that information, to make those decisions now."

At a campaign event in Grays, Essex, yesterday, Sir Keir said he was "critical" of the early release scheme for prisoners, but added that "tough decisions" would have to be taken.

The former head of the Crown Prosecution Service said: "I am critical of the Tories' early release scheme because what's happened is that they're releasing early prisoners who should still be in prison, and that's a shocking state of affairs.

"Like the many problems that they have left for the country, if we do come into power we're going to have to fix it," the Labour leader added.

"Now that will involve building prisons, that will involve taking tough decisions because the money has been allocated for prison building but there are tough decisions about planning and getting those prisons up."

Farage under fire from both sides

NIGEL Farage has been criticised by both the Tories and Labour for suggesting Rishi Sunak does not understand "our culture".

The Reform UK leader made the suggestion in an attack on the Prime Minister for leaving the D-Day 80th anniversary commemorations in Normandy before last Thursday's main international event.

Mr Farage yesterday suggested his comments were in relation to the Prime Minister's "class" rather than his background as the child of immigrants, but Cabinet minister Mel Stride said he was "very uncomfortable" with the comments, while shadow justice secretary Shabana Mahmood said they

were "completely unacceptable".

In the wake of Mr Sunak's departure before the end of events in France, Mr Farage said the Prime Minister "doesn't really care about our history, he doesn't really care - frankly - about our culture".

Asked what he meant by that on BBC's *Sunday With Laura Kuenssberg*, he said: "I know what your question is leading at - 40% of our contribution in World War One and World War Two came from the Commonwealth.

"He is utterly disconnected by class, by privilege, from how the ordinary folk in this country feel. He revealed that, I think spectacularly, when he left Normandy early."

The Great Grid Upgrade Chesterfield to Willington

nationalgrid

The Chesterfield to Willington Stage 1 consultation launched on 14 May 2024. With the announcement of a General Election on 4 July 2024, National Grid are rescheduling previously advertised consultation events that were planned during the pre-election period and will be extending the deadline for consultation feedback.

These events will be rescheduled for soon after the election and the rescheduled dates and event details will be communicated as soon as possible.

The consultation will remain open during this period and your ability to provide feedback will not be affected. Our project phone line and email will also continue to be monitored throughout this period should you require any assistance or have any questions.

We apologise for any inconvenience and appreciate your understanding.

All consultation information is still available to view at nationalgrid.com/chesterfieldtowillington.

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F.21 Nottingham Post 1 July 2024

General Election 2024

Celebrities reveal Labour support

SIR Elton John has led a line-up of celebrities who have announced their support for Labour at the General Election.

The singer and his husband, David Furnish, joined actors Kit Harington and James Norton and singer Beverley Knight in bringing some stardust to a Labour supporters' meeting held in the final days before next week's poll. Their endorsements of Sir Keir Starmer's party, sent as video messages, triggered loud applause at the venue in London.

Each celebrity spoke of a subject that was close to their hearts as the reason they planned to vote Labour. Sir Elton said in his message: "It's heartbreaking to see the hopes of Britain's next generation of creative talent downtrodden and destroyed by bureaucracy and red tape."

"The rich cultural exchange and education that informed my early years and paved the way for my career and success is drying up and in danger of dying out completely -



Elton John

and it's not just the musicians, but the whole team that puts together a tour and the wider industry that relies on emerging talent to thrive in the future."

He added: "There is only one choice. Let's help artists cut through the red tape that prevents them from thriving and contributing to this country's future success. Let's show the world what a creative, prosperous and forward-thinking nation Britain is."

Support for the arts was also behind comedian and presenter Jason Manford's

message. He said support had been pledged for the arts at a national level and also in schools to help ensure it is "important for children, and I think that is massive".

Game of Thrones star Harington said he would be voting Labour because he feels they have "a practical plan" that is needed in the face of the climate crisis. The actor said: "The climate is teetering and we really can't afford 14 more years of the Tories in action."

Stage, film and TV actor Norton, who has appeared in *Happy Valley*, *Grantchester*, *War And Peace* and *McMafia*, said: "I support the Labour Party's ambition when it comes to making the arts accessible to all children, particularly in regards to their ambitions around the school's curriculum, reintegrating the arts into kids' lives."

Soul singer and Olivier Award-winning actress Knight said: "I support the Labour Party's ambition to allow all children to pursue their passions in the creative space. Because I was one of those children."

Farage claims 'bad apples' have gone

NIGEL Farage has insisted "the bad apples are gone" from Reform UK, after facing accusations from across the political divide that he failed to show leadership over allegations of racism within the party.

Mr Farage said he would "never have them back", following the withdrawal of support for three candidates over a row that has engulfed the party over the final week of General Election campaigning.

Speaking at a party rally in Birmingham yesterday, the Reform UK leader said: "Look, Reform is a new organisation. It's a start-up and there were requests put out for candidates to stand. Have we had a few bad apples? We have,



Nigel Farage

although to my knowledge nobody involved in an organised betting ring is standing for us, which is something."

He added: "I have to say, the bad apples are gone. We'll never have them back."

Reform has confirmed it has dropped support for candidates Leslie Lilley, in Southend East and Rochford; Edward Oakenfull, in Derbyshire Dales; and Robert Lomas, in Barnsley North.

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F.22 Nottingham Post 4 July 2024

Your Home

THE SOFT APPROACH

Subtle shades like pastels can feel less intimidating than bolder colours like red and orange, so if you're a colour novice, ease yourself in gently with pale pinks, peachy tones and mint greens. These tones are typically calming and will help you feel relaxed in your kitchen



Kitchen colour

Brightening up your kitchen can make you a more creative cook, says **ALI GRAVES**

BRINGING slices of summer sunshine into your kitchen can be an enormous source of inspiration, says colour psychology expert Karen Haller. Harnessing the power of colour within your cooking space can

influence how you think, feel and behave in the hub of your home.

Karen, author of *The Little Book of Colour*, says, "Brighter colours, such as warm yellows, orange, turquoise and peachy tones, can help to create a happier, joyful and more optimistic space, which encourages connection, inspiration and an openness to new ideas.

"If you incorporate elements of these brighter colours into your kitchen, whether that's by painting a wall or more subtly through your cookware, it can influence your mindset and help trigger creativity without you realising it."



GET CREATIVE

Bright accessories are a simple way to give your kitchen a colour boost, but you can also use food to introduce some vibrant tones to the room. A bowl of fruit will instantly brighten up your worktop, and you can use glass jars to display any other colourful ingredients.



Utensils, £7.99, Homesense



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F.23 Nottingham Post 8 July 2024

Politics

Battle to be Tory leader under way

LEADING contenders in the battle to replace Rishi Sunak and restore the Tories' fortunes have been making initial pitches to Conservatives for support.

Suella Braverman, Robert Jenrick and Victoria Atkins used a series of newspaper articles and interviews to say what they think went wrong for the Tories and how the party can turn itself around following its worst-ever election result.

Former Home Secretary Mrs Braverman said the party needed to take a tougher line on reducing immigration, claiming some Tories had treated voters like "mugs" and Mr Sunak had run an "idiotic strategy".

Ex-Immigration Minister Mr Jenrick said failing to reduce numbers coming to the UK was "our biggest and most damaging failure" and the former government "insulted the public with decisions that caused net migration to spiral to unprecedented levels".

And Ms Atkins said the country was still "instinctively Conservative" despite an elec-



Suella Braverman
ANDREW MATTHEWS/PA

tion which resulted in the Tories returning just 121 MPs, the lowest in the party's history, with Labour winning a majority of 174.

Writing in the Sunday Telegraph, Mrs Braverman said: "We Tories need to face facts: we failed in office and deserved this result."

Mrs Braverman, who is likely to seek support on the party's right on a platform of

leaving the European Convention on Human Rights, scrapping the Human Rights Act and rewriting the Equality Act, said Labour's cautious approach in the campaign worked "only because it faced our idiotic strategy of intermittently and inconsistently making 'Tory Right' noises - which disintegrated when set against our liberal Conservative record".

Mr Jenrick, who would also put a tougher line on immigration at the heart of any leadership pitch, wrote in the Sunday Times: "The fundamental reason we lost is because we failed to deliver what we promised for the British people."

Former Health Secretary Ms Atkins said there was still a "real opportunity" for the Tories to recover, with Labour's support "spread very thinly, a little bit like margarine".

She told the BBC the country was still "instinctively Conservative" despite the Labour landslide.



The removal lorry in Downing Street
JAMES MANNING/PA

Tories on the move

A PIANO and a sofa were among items removed from Downing Street in the aftermath of Labour's general election landslide.

Former Prime Minister Rishi Sunak and former Chancellor Jeremy Hunt and their families lost their residences in No 10 and No 11 as Labour swept to power.

Sir Keir Starmer and Chancellor Rachel Reeves are the new occupants, although the moving process will take a few days. On Saturday the

Prime Minister said: "We're not unpacked quite yet, but we will be soon and we'll be moving in soon but there's a bit of work to do before then."

On Sunday, a bright yellow lorry from the Bishop's Move firm was parked around the back of Downing Street, with a steady flow of items being carried out of the famous street.

A mattress, a bright red sofa and an upright piano were carefully stowed in the back of the lorry by a team of workers.

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F.24 Nottingham Post 9 September 2024

facebook.com/nottinghamshirelive/

MONDAY, SEPTEMBER 9, 2024 **NOTTINGHAM POST** 25



PICK OF THE DAY

Teacher tangle: Tim (Emmett J. Scanlan), Dani (Kara Tointon) and Jimmy (Will Mellor)



BY SARA WALLIS

Tonight's TV

MR BATES VS THE POST OFFICE: THE IMPACT

ITVI, 9pm

Mr Bates vs The Post Office, which aired in January, was ITV's biggest new drama in over a decade, with over 13 million now having watched the first episode.

It sparked a national conversation about a shocking scandal, when hundreds of Post Office workers were wrongfully convicted of theft and fraud due to faulty software.

This documentary delves into the huge impact of the drama, featuring subpostmasters Jo Hamilton, Jess Uppal, wrongly jailed Noel Thomas and campaigner Alan Bates (below), plus others who have come forward since the series aired.

The film tells the story of what has happened since in their lives, how their fight continues as well as illuminating new layers of this scandal.



JAMIE: WHAT TO EAT THIS WEEK

Channel 4, 8pm

It sounds like a hard sell, but Jamie (right) is pushing cabbage this week - if anyone can, he can. This latest show celebrates the seasons and "all the ingredients of now".

In Jamie language, this means there's talk of "next level veg", while curries are cracking, pastas are perfect, soups are stunning and seasonal puddings are sensational.

He's in his shed (it's way more than just a shed), cooking up the best of autumn.

First he gets creative with savvy cabbage, then picks his home-grown sweetcorn to combine with beans, breadcrumbs, herbs and feta for a smoky sweetcorn burger.

Finally, he gives us a clever tip for saving tomato seeds for planting out next year.



MISSDEMEANOUR

THIS binge-worthy drama returns, this time with a brand new story and fresh characters.

Kara Tointon stars as Dani, a passionate art teacher who is having marriage problems and heads off on a school trip that ends in tragedy.

Dani has a strained relationship with her husband Tim, played by Emmett J. Scanlan, but seeks comfort in the arms of fellow teacher Jimmy, played by Will Mellor.

They head off into a remote lakeside woodland on the trip, where the teenagers must ditch their mobile phones and embrace the outdoors.

THE TEACHER

Channel 5, 9pm

But there's clearly an issue between Jimmy's boisterous son Matt and quiet student Zac. Tensions rise between them and it becomes clear that Zac has something on his mind.

During a team building activity, Dani leaves the group to have sex with Jimmy in a nearby boathouse.

When she returns, she finds the students have dispersed and Zac is missing.

Panic sets in as everyone searches for him...

And Dani is immediately forced to lie about where she had been when he disappeared. Very soon, guilt and lies escalate as dark secrets emerge and Dani tries to right her wrongs.

She also soon realises she has been manipulated and needs to protect her students.

Kara says: "The part was interesting for me because I've never really played a role where people might instantly take a disliking to my character. She's not evil, but you question her choices. I've never played anyone so controversially naughty!"



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SOAP WATCH

EMMERDALE

ITVI, 7.30pm

Cain (right) is taken back to hear about Moira's 'kiss' with Nate from Caleb. When Moira plays down the moment, his incredulity only makes her angry. Nate is a rabbit in the headlights when Cain turns up looking for an explanation.

Will's on edge to hear from the blackmailer and determined to find out who he's dealing with.

Tom urgently tries to hide the evidence of stalking Belle by removing all of the hidden cameras he had set up - but Jimmy corners him.



EASTENDERS

BBC1, 7.30pm

Chrissie Watts, played by the brilliant Tracy-Ann Oberman (below), is back - so expect drama and chaos. Why is she back and what's she up to?

A difficult conversation leaves Elaine shaken up.

George and Kojo have a fun day out together, but when they return to The Vic, Johnny accidentally triggers Kojo, who hits out at him.

As Elaine and George have a row, they don't realise that Kojo is listening.

Kojo slips out of The Vic and goes missing.



CORONATION STREET

ITVI, 8pm

A hungover Billy (right) realises he's lost his phone and is thrown into panic as it contains all of his photos and memories. As he sets off to retrace his steps, Summer and Bernie are horrified to discover Paul unresponsive on the sofa, struggling to breathe.

Nick informs Toyah that he is going to report Rowan to the police for blackmail.

Amy tells Ken she's going to have to work more hours if she's ever to replace her £40k inheritance.



View all Stage 1 consultation information

Scan the QR code to be directed to our website. Here you can view all consultation materials, our interactive map and our online feedback form.



Appendix G. Social Media Advertisements

Appendix G

Social Media Advertisements

G.1 Consultation Launch 14 May 2024



National Grid

Sponsored • Paid for by National Grid UK

Stage 1 consultation for the Chesterfield to Willington project has begun. Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

Supporting the country's energy transition to a cleaner future. #TheGreatGridUpgrade ⚡

Want to find out more about the proposals in your area and our series of events and webinars? Click the Learn More button below.



WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.2 Webinar 21 May 2024



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

Attend our online webinar to find out more about the proposals and speak to the project team.

Date: 21 May

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more and register for the webinar.

#TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.3 Webinar 28 May 2024



National Grid

Sponsored · Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Chesterfield to Stretton area of the proposed Emerging Preferred Corridor.

Attend our online webinar to find out more about the proposals and speak to the project team.

Date: 28 May

🕒 Time: 1pm–2pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more.

#TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn more on Monday

G.4 Shardlow Event 30 May 2024



National Grid

Sponsored • Paid for by National Grid UK

 17 Mark your calendars. Our in-person event at Shardlow is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 30 May

 Time: 1:30pm–6:30pm

 Location: Shardlow Village Hall, 31 The Wharf, Shardlow, Derby DE72 2GH

Click below to learn more.

#TheGreatGridUpgrade ⚡



The Great Grid Upgrade
Chesterfield to Willington

Shardlow Village Hall
31 The Wharf, Shardlow,
Derby, DE72 2GH

 Thursday 30 May
1:30pm–6:30pm

nationalgrid

WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.5 Glapwell Event 31 May 2024



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Glapwell is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 31 May

 Time: 2pm–7pm

 Location: The Glapwell Centre, The Green, Glapwell S44 5LW

Click below to learn more.

#TheGreatGridUpgrade ⚡



The Great Grid Upgrade
Chesterfield to Willington

The Glapwell Centre
The Green, Glapwell
S44 5LW

 Friday 31 May
2pm-7pm

nationalgrid

WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.6 KilburnEvent 3 June 2024



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Kilburn is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 3 June

 Time: 2pm–7pm

 Location: Kilburn Village Hall, Church Street, Kilburn, Belper DE56 0LU

Click below to learn more.

#TheGreatGridUpgrade ⚡

The Great Grid Upgrade
Chesterfield to Willington

Kilburn Village Hall
Church Street, Kilburn,
Belper DE56 0LU

 Monday 3 June
2pm-7pm



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Chesterfield to Willington

Learn More

G.7 Alfreton Event 4 June 2024



National Grid

Sponsored • Paid for by National Grid UK

 17 Mark your calendars. Our in-person event at Alfreton is your chance to learn about our proposals to build a new 60km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 4 June

 Time: 2pm–7pm

 Location: Christ the King Parish Hall, 104 Nottingham Road, Alfreton DE55 7GL

Click below to learn more. #TheGreatGridUpgrade



The Great Grid Upgrade
Chesterfield to Willington
Christ the King Parish Hall,
104 Nottingham Road,
Alfreton DE55 7GL
Tuesday 4 June
2pm-7pm
nationalgrid

The flyer features a dark blue background with white text. On the right side, there is a map showing the location of the event in Alfreton, with a red location pin and a blue callout box containing the text 'Christ the King Parish Hall' and '104 Nottingham Road'. The National Grid logo is at the bottom right of the flyer.

WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.8 Chesterfield to Willington Consultation



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington. Supporting the country's energy transition to a cleaner future.

Your feedback will inform our work to help the country transition to net zero and make sure the grid is ready to connect more low carbon electricity generated in Britain.

Click above to submit your feedback. The consultation closes at 11.59pm on 17 September 2024

#TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM

Chesterfield to Willington | National Grid Group

The way the UK generates electricity is changing rapidly, and we are transitioning to cleaner and more secure forms of energy. Th...

[Learn more](#)

G.9 Chesterfield to Willington Consultation – Instagram



National Grid

Sponsored • Paid for by **National Grid UK**

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington. Supporting the country's energy transition to a cleaner future.

Your feedback will inform our work to help the country transition to net zero and make sure the grid is ready to connect more low...



WWW.NATIONALGRID.COM/
National Grid

Learn more

G.10 Alfreton Event 8 July 2024



National Grid

Sponsored · Paid for by **National Grid UK**

 **17** Mark your calendars. Our in-person event at Alfreton is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 8 July

 Time: 1pm–6pm

 Location: Christ the King Parish Hall, 104 Nottingham Road, Alfreton DE55 7GL

Click below to learn more. #TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM/

Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.11 Webinar 9 July 2024



National Grid

Sponsored · Paid for by **National Grid UK**

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Chesterfield to Stretton area of the proposed Emerging Preferred Corridor.

Attend our online webinar to find out more about the proposals and speak to the project team.

Date: 9 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more.

#TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM

Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

Learn more **monday**

G.12 Pilsley Event 12 July 2024



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Pilsley is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 12 July

 Time: 2pm–7pm

 Location: Pilsley Village Hall, Pear Tree Road, Pilsley S45 8HU

Click below to learn more.

#TheGreatGridUpgrade ⚡



The Great Grid Upgrade
Chesterfield to Willington

Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU

Friday 12 July
2pm-7pm

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Events and webinars | National Grid Group

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.13 Calow Event 13 July 2024



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Calow is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

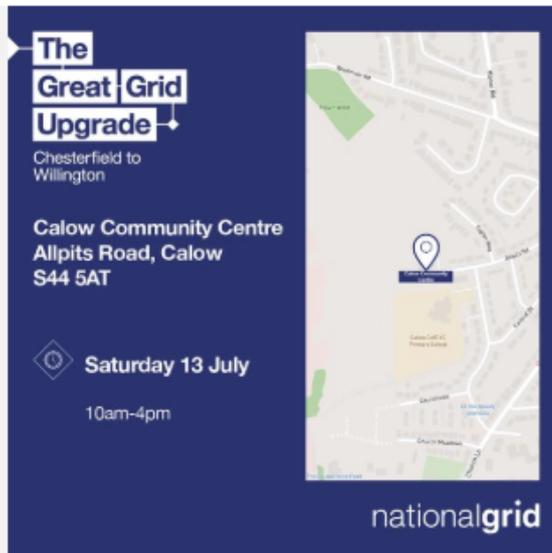
Date: 13 July

 Time: 10am–4pm

 Location: Calow Community Centre, Allpits Road, Calow S44 5AT

Click below to learn more.

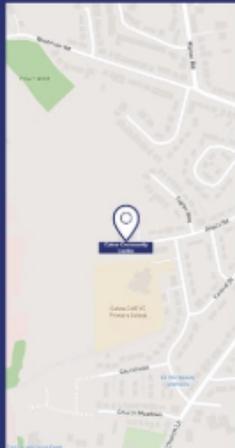
#TheGreatGridUpgrade ⚡



The Great Grid Upgrade
Chesterfield to Willington

Calow Community Centre
Allpits Road, Calow
S44 5AT

 Saturday 13 July
10am–4pm



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[WWW.NATIONALGRID.COM/
Chesterfield to Willington](http://WWW.NATIONALGRID.COM/Chesterfield-to-Willington)

Learn More

G.14 Kilburn Event 15 July 2025



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Kilburn is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 15 July

 Time: 2pm–7pm

 Location: Kilburn Village Hall, Church Street, Kilburn, Belper DE56 0LU

Click below to learn more.

#TheGreatGridUpgrade ⚡



The Great Grid Upgrade
Chesterfield to Willington

Kilburn Village Hall
Church Street,
Kilburn, Belper
DE56 0LU

Monday 15 July
2pm-7pm

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Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.15 Webinar 16 July 2025



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Stretton to Ripley area of the proposed Emerging Preferred Corridor.

Date: 16 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more and register for the webinar.

#TheGreatGridUpgrade ⚡

The Great Grid Upgrade
Chesterfield to Willington

Webinar Sessions

Find out about our proposals between Stretton and Ripley

Tuesday 16 July
6pm-7pm

nationalgrid

[WWW.NATIONALGRID.COM/
Chesterfield to Willington](http://WWW.NATIONALGRID.COM/Chesterfield-to-Willington)

[Learn More](#)

G.16 Glapwell Event 18 July 2025



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Glapwell is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 18 July

 Time: 2pm–7pm

 Location: The Glapwell Centre, The Green, Glapwell S44 5LW

Click below to learn more.

#TheGreatGridUpgrade ⚡



NATIONALGRID.COM

Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.17 Fendern Event 19 July 2025



National Grid

Sponsored • Paid for by National Grid UK

 17 Mark your calendars. Our in-person event at Findern is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 19 July

 Time: 2pm–7pm

 Location: Findern Village Hall, 7 Castle Hill, Findern DE65 6AL

Click below to learn more.

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WWW.NATIONALGRID.COM

Events and webinars | National Grid Group

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.18 Weston-on-Trent Event 20 July 2025



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Shardlow is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 20 July

 Time: 10am–4:00pm

 Location: Weston-on-Trent Village Hall, 47 Main Street, Weston-on-Trent, DE72 2BL

Click below to learn more.

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WWW.NATIONALGRID.COM

Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.19 Webinar 22 July 2025



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Ripley to Morley area of the proposed Emerging Preferred Corridor.

Date: 22 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more and register for the webinar.

#TheGreatGridUpgrade ⚡



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Chesterfield to Willington

With the announcement of a General Election on 4 July, we have rescheduled our consultation events that were planned during th...

[Learn more](#)

G.20 Webinar 23 July 2025



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Morley to Ockbrook area of the proposed Emerging Preferred Corridor.

Date: 23 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more.

#TheGreatGridUpgrade ⚡

The Great Grid Upgrade
Chesterfield to Willington

Webinar Sessions

Find out about our proposals between Morley and Ockbrook

Tuesday 23 July
6pm-7pm

nationalgrid

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Chesterfield to Willington

Learn More

G.21 Borrowwash Event 24 July 2025



National Grid

Sponsored • Paid for by National Grid UK

 Mark your calendars. Our in-person event at Borrowwash is your chance to learn about our proposals to build a new 60 km overhead line between Chesterfield to Willington.

Attend our public information event to find out more about our proposals, view our materials and speak to the project team.

Date: 24 July

 Time: 2pm–7pm

 Location: Ashbrook Community Centre, Borrowwash, Derby DE72 3JE

Click below to learn more.

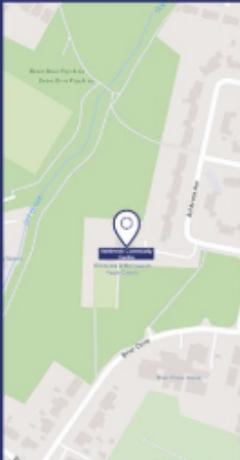
#TheGreatGridUpgrade 



The Great Grid Upgrade
Chesterfield to Willington

Ashbrook Community Centre
Borrowwash, Derby
DE72 3JE

 Wednesday 24 July
2-7pm



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WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.22 Webinar 25 July 2024



National Grid

Sponsored • Paid for by National Grid UK

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Ockbrook to Aston-on-Trent area of the proposed Emerging Preferred Corridor.

Date: 25 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more and register for the webinar.

#TheGreatGridUpgrade ⚡



WWW.NATIONALGRID.COM
Chesterfield to Willington

Learn More

G.23 Webinar 29 July 2025



National Grid

Sponsored • Paid for by **National Grid UK**

Find out more on our proposals to enhance the electricity network by building a new overhead line between Chesterfield and Willington.

We're holding an online webinar focused on the Aston-on-Trent-to Willington substation area of the proposed Emerging Preferred Corridor.

Date: 29 July

🕒 Time: 6pm–7pm

📍 Location: Webinar

Supporting the country's energy transition to a cleaner future.

Click below to learn more and register for the webinar.

#TheGreatGridUpgrade ⚡



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Chesterfield to Willington

[Learn More](#)

Appendix H. Media Coverage

Appendix H

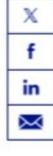
Media Coverage

H.1 National Grid Press Release 14 May 2024

National Grid invites Derbyshire residents to share views on proposals for a clean electricity project that will boost home-grown energy supplies and progress towards net zero



Home > Media centre > Press releases



14th May 2024 - Press release

- National Grid is inviting communities in Derbyshire to view proposals for a new clean electricity project 'Chesterfield to Willington', a new overhead power line between a new substation in Chesterfield and an existing substation at Willington.
- National Grid will consult communities for eight weeks, from 14 May to 9 July, to introduce the proposed project and ask for local peoples' opinions.
- The upgraded infrastructure will be able to transport 6 gigawatts of power – enough to power 6 million homes.
- The project forms part of The Great Grid Upgrade, the largest overhaul of the grid in generations, with new infrastructure across England and Wales helping the UK meet its net zero ambitions, reduce its reliance on fossil fuels and contribute to lower energy bills over the long term.

National Grid is inviting communities in Derbyshire to comment on proposals for a new clean electricity power line project, which will help bolster energy supplies in the region and support the UK's energy security strategy and net zero targets.

The eight-week public consultation, which starts 14 May and runs until 9 July, will share proposals for Chesterfield to Willington, a new 60-kilometre, high voltage electricity power line running between a new substation at Chesterfield (part of a separate project Brinsworth – High Marnham) and an existing substation at Willington.

The way homes and businesses in the UK use electricity is changing rapidly and with demand set to double in the coming years, a cleaner and a more secure form of energy is being generated by new offshore windfarms.

The grid was largely built in the 1960s with little to no transmission infrastructure supporting connections to offshore wind from the east coast of England and Scotland. Therefore, the existing power lines between the North and the Midlands do not have capacity to accommodate the increased power flows from offshore wind. Building a new power line between Chesterfield and Willington will increase the capacity in the centre of the country, enabling cleaner, greener energy to be carried around the network, benefiting homes and businesses in Derbyshire and beyond, and supporting the UK's offshore wind and net zero targets.

The proposals follow the publication in 2022 of the Electricity System Operator's 'Pathway to 2030 Holistic Network Design', which established the onshore and offshore electricity transmission network reinforcements required to meet government net zero targets, including the Chesterfield to Willington project.

The project also forms part of National Grid's The Great Grid Upgrade, which will see other significant new infrastructure built across England and Wales to move more clean energy from where it's generated to where it's needed, helping the UK meet its net zero ambitions and reduce its reliance on fossil fuels. It will also contribute to lower energy bills over the long term, provide a catalyst for a green jobs boom and make the UK's energy more self-sufficient. Investment in the UK's electricity network industry will contribute an average of £18.4bn to GDP and support around 220,000 jobs each year between 2024 and 2035.¹

National Grid has recently announced the launch of a pioneering new partnership with seven supply chain partners, to address supply chain challenges and skills shortage across nine major infrastructure projects across England and Wales, which includes the Chesterfield to Willington project.

Leanne Evans, Project Director for National Grid said: "The government's offshore wind and net zero targets means an increase in the amount of wind generation developed offshore.

"The new power line we are proposing will mean more clean energy generated, mostly from offshore windfarms can be carried and moved around the network in the Midlands to where it is needed, benefiting homes and businesses in Derbyshire and beyond.

"The launch of our consultation is the beginning of our engagement with communities and stakeholders along the proposed route corridor and we encourage people to share their views as we develop our proposals in more detail."

The project is classified as Nationally Significant Infrastructure Project under the Planning Act 2008 and requires a special type of planning application: a Development Consent Order (DCO). An independent panel of inspectors is appointed to review the plans of any DCO application. The inspectors issue a recommendation to the Secretary of State for Energy Security & Net Zero who makes the final decision whether to grant planning permission.

If permission is granted, construction would be expected to begin in 2028 and be operational in 2031.

Consultation information

Members of the public can take part in the consultations and speak with National Grid's team by attending consultation events and online webinars, or by visiting <https://www.nationalgrid.com/the-great-grid-upgrade/chesterfield-to-willington>

Paper copies of consultation materials will also be available to view at several locations in the local area.

In person events

Location	Date	Time	Venue
Shardlow South Derbyshire District	Thursday 30 May 2024	1:30pm-6:30pm	Shardlow Village Hall 31 The Wharf, Shardlow, Derby DE72 2GH
Glapwell Bolsover District	Friday 31 May 2024	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Kilburn Amber Valley District	Monday 3 June 2024	2pm-7pm	Kilburn Village Hall 7a Church Street, Kilburn, Belper DE56 0LU
Alfreton Amber Valley District	Tuesday 4 June 2024	2pm-7pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Tuesday 11 June 2024	1:30pm-6:30pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire District	Friday 14 June 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire District	Saturday 15 June 2024	10am-4pm	Calow Community Centre Allpits Road, Calow S44 5AT
Borrowash Brewash District	Thursday 20 June 2024	12pm-5pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash, DE72 3JE
Findern South Derbyshire District	Friday 21 June 2024	1pm-6pm	Findern Village Hall 7 Castle Hill, Findern DE55 6AL

Webinars

A series of one-hour online webinar sessions will be held to present details of our proposals followed by a question-and-answer session. These include general overview webinars and location-themed webinars to allow you to attend the session that is of the most interest. You can locate the most relevant section to you by viewing the Our Proposals section or by visiting our online interactive map, which can be found on our website, and entering a place or location of interest.

A recording of a general overview presentation is also available to view on our website after the first webinar on 21 May.

You can register to attend the webinars on the website. Alternatively, you can contact our community relations team on 0800 073 1047 or email at chesterfield-willington@nationalgrid.com.

Webinar sessions	Date	Start time
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 21 May	6pm
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 28 May	1pm
Our proposals in Section 2 - Stretton to Ripley	Friday 7 June	1pm
Our proposals in Section 3 - Ripley to Morley	Monday 17 June	1pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 18 June	1pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Tuesday 25 June	1pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Thursday 27 June	1pm
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 2 July	6pm

Ask the expert sessions

Members of the public with specific questions can book a 'one-to-one' session with a member of the project team. These can be held via telephone call back or video conferencing session. Please call us on 0800 073 1047 or email us at chesterfield-willington@nationalgrid.com to book an appointment to book an appointment.

To help us set up the session and find the right expert(s), please tell us your preferred availability and question/topic of interest. These sessions are available throughout the duration of the consultation.

Local information points

Paper copies of the key consultation materials will be available at several locations to ensure public access to the information throughout the consultation. These are located within or near the Emerging Preferred Corridor.

At these information points the consultation newsletter and feedback form are available to collect. Reference copies of the Project Background Document, SOR and CPRSS will be available to view.

Documents will be available at these locations throughout the consultation period. Opening hours can be subject to change so please check with the relevant venue for the most up-to-date opening hours before you visit.

Information point locations

Public information points	Opening times
South Derbyshire District	
Borrowash Library Victoria Avenue, Borrowash DE72 3HE	Monday: 2pm-5pm Wednesday: 9:30am-7pm Friday: 9:30am-1pm Saturday: 10am-1pm
Erewash District	
Ilkeston Library Market Place, Ilkeston DE7 5RN	Monday, Wednesday, Thursday & Friday: 9:30am-5pm Tuesday: 9:30am-7pm Saturday: 9:30am-4pm
Long Eaton Library Tamworth Road, Long Eaton NG10 1JG	Monday to Thursday: 9:30-7pm Friday: 9:30am-7pm Saturday: 9:30am-4pm
Derby City District	
Alvaston Library London Road, Alvaston DE24 8QP	Monday: 1pm-5pm Tuesday & Friday: 9:30am-5pm Thursday: 9:30am-7pm Saturday: 9:30am-1pm
Mickleover Library Holly End Road, Mickleover DE3 0EQ	Monday: 1pm-5pm Tuesday & Friday: 10am-5pm Thursday: 10am-7pm Saturday: 10am-1pm
Normanton Library St Augustine's Community Centre, Almond Street DE23 6LX	Monday & Friday: 9:30am-5pm Wednesday: 9:30am-7pm Thursday: 1pm-5pm Saturday: 9:30am-1pm
Riverside Library Council House, Corporation Street DE1 2FS	Monday to Friday: 9am-5pm Saturday: 9am-1pm
Amber Valley District	
Ripley Library Grosvenor Road, Ripley DE5 3JE	Monday-Friday: 9:30am-5pm Saturday: 9:30am-4pm
Alfreton Library Severn Square, Alfreton DE55 7BQ	Monday-Thursday: 9:30am-5pm Friday: 9:30am-7pm Saturday: 9:30am-4pm
Belper Library Derwent Street, Belper DE56 1UQ	Monday, Wednesday, Thursday & Friday: 9:30am-5pm Tuesday: 9:30am-7pm Saturday: 9:30am-4pm
Heanor Library Ilkeston Road, Heanor DE75 7DX	Monday-Wednesday: 9:30am-5pm Thursday: 9:30am-7pm Friday: 9:30am-5pm Saturday: 9:30am-4pm
North East Derbyshire District	
Clay Cross Library Holmgate Road, Clay Cross S45 9PH	Monday: 9:30am-7pm Tuesday & Thursday: 9:30am-5pm Friday: 9:30am-12pm Saturday: 9:30am-12:30pm
Holmewood Library Heath Road, Holmewood S42 5RB	Monday: 2pm-5pm Thursday: 10am-7pm Friday: 10am-1pm Saturday: 9:30-1pm
Bolsover District	
Bolsover Library Church Street, Bolsover S44 6HB	Monday-Thursday: 9:30am-5pm Friday: 9:30am-7pm Saturday: 9:30am-4pm
Chesterfield District	
Chesterfield Library New Beetwell Street, Chesterfield S40 1QN	Monday, Tuesday & Friday: 9am-5pm Wednesday & Thursday: 9am-7pm Saturday: 9am-4pm
Newbold Library Windemere Road, Chesterfield S41 8DU	Monday & Thursday: 9:30am-5pm Tuesday: 9:30am-7pm Friday: 9:30am-12pm Saturday: 9:30am-12:30pm
Old Whittington Library High Street, Chesterfield S41 9JZ	Tuesday & Thursday: 10am-6pm Saturday: 10am-1pm

¹ National Grid's policy paper: [Delivering for 2035](#)

H.2 National Grid Press Release Consultation Extended 1 July 2024

Consultation extended on National Grid proposals for Derbyshire clean electricity project



Home > Media centre > Press releases



1st July 2024 - Press release

- National Grid has extended its consultation on plans for a new clean electricity project 'Chesterfield to Willington', a new overhead power line between a new substation in Chesterfield and an existing substation at Willington.
- New dates for webinar and public events have been announced.

National Grid is extending its public consultation on its proposals to build a new 60-kilometre, high voltage electricity power line running between a new substation at Chesterfield (part of a separate project, **Brinsworth – High Marnham**) and an existing substation at Willington.

The public consultation has been extended until 11:59pm on Tuesday 17 September 2024 to give people additional time to have their say and provide feedback.

Building a new power line between Chesterfield and Willington will increase the capacity in the centre of the country, enabling cleaner, greener energy to be carried around the network, benefiting homes and businesses in Derbyshire and beyond, and supporting the UK's offshore wind and net zero targets.

Leanne Evans, Project Director for Chesterfield to Willington said: "We'd like to thank everyone for taking part in our consultation so far, your comments and feedback are invaluable in helping to refine our proposals for this important development. Feedback previously submitted during this consultation remains valid, but if you haven't yet done so, please do get involved, visit our website and find out more."

National Grid is encouraging anyone who wants to find out more to visit its website www.nationalgrid.com/chesterfieldtowillington where you can also register for the revised webinars.

New webinar dates

Webinar sessions	Date	Start time
Introduction to Chesterfield to Willington project proposals – general overview	Tuesday 21 May	6pm
Our proposals in Section 1 - Chesterfield substation to Stretton	Tuesday 9 July	6pm
Our proposals in Section 2 - Stretton to Ripley	Tuesday 16 July	6pm
Our proposals in Section 3 - Ripley to Morley	Monday 22 July	6pm
Our proposals in Section 4 - Morley to Ockbrook	Tuesday 23 July	6pm
Our proposals in Section 5 - Ockbrook to Aston-on-Trent	Thursday 25 July	6pm
Our proposals in Section 6 - Aston-on-Trent to Willington substation	Monday 29 July	6pm
Introduction to Chesterfield to Willington project proposals – general overview	Wednesday 31 July	6pm

New in-person events

Area	Date	Time	Location
Alfreton Amber Valley District	Monday 6 July 2024	1pm-6pm	Christ the King Parish Hall 104 Nottingham Road, Alfreton DE55 7GL
Ripley Amber Valley District	Wednesday 10 July 2024	10am-3pm	Greenwich Community Sports Hub Nottingham Road, Ripley DE5 3AY
Pilsley North East Derbyshire	Friday 12 July 2024	2pm-7pm	Pilsley Village Hall Pear Tree Road, Pilsley S45 8HU
Calow North East Derbyshire	Saturday 13 July	10am-4pm	Calow Community Centre Alpits Road, Calow S44 5AT
Kilburn Amber Valley	Monday 15 July 2024	2pm-7pm	Calow Community Centre Alpits Road, Calow S44 5AT
Glapwell Bolsover District	Thursday 18 July	2pm-7pm	The Glapwell Centre The Green, Glapwell S44 5LW
Findern South Derbyshire District	Friday 19 July 2024	2pm-7pm	Findern Village Hall Castle Hill, Findern DE65 6AL
Weston-on-Trent Amber Valley District	Saturday 20 July 2024	10am-4pm	Weston-on-Trent Village Hall 47 Main Street, Weston-on-Trent DE72 2BL
Borrowash Erewash District	Wednesday 24 July 2024	2pm-7pm	Ashbrook Community Centre Ashbrook Avenue, Borrowash DE72 3JE

National Grid's Community Relations team is available to answer questions on 0800 073 1047 or by emailing NationalGridTeam@jbp.co.uk. They're available from 9am-5:30pm Monday to Friday, with an answer service outside these times.

For more information, please visit www.nationalgrid.com/chesterfieldtowillington

H.3 Summary of Media Coverage Received

Highest Readership

1 Yahoo

[New pylons plan to power Derbyshire homes](#)
May 14, 2024

No photo available

Sentiment	Viewership	Shares	Ad Equivalency
positive	156,423,155	0	\$294,076

2 BBC News

[New pylons plan to power Derbyshire homes](#)
by Matthew Barlow May 14, 2024



Sentiment	Viewership	Shares	Ad Equivalency
positive	18,616,187	50	\$34,998

3 TheBusinessDesk.com

[Derbyshire electricity pylon plans to power six million homes](#)
by Ellie Hollinshead May 14, 2024



Sentiment	Viewership	Shares	Ad Equivalency
neutral	67,897	0	\$128

4 Renewable Energy News Europe

[National Grid seeks feedback on Midlands cable project](#)
by Renew's Ltd May 14, 2024

Sentiment	Viewership	Shares	Ad Equivalency
positive	16,644	0	\$31

5 Energy News

[National Grid invites Derbyshire residents to share views on clean energy project](#)

by Energy Live News May 14, 2024



Sentiment	Viewership	Shares	Ad Equivalency
positive	231	0	\$0

ANALYSIS | Chesterfield to Willington over May 14, 2024 - May 14, 2024

Highest readership articles are based on the readership of each publication (how many people potentially read an article based on unique visitors to the publication's website) and how many times your keyword(s) appear in each article. Access the article by clicking the headline above and then click on the publication you're interested in.

H.4 Derbyshire Times Coverage 14 May 2024



BREAKING dies at 86 Shock as beloved TV couple split 80s music star dies Shock as star quits 1

Environment

National Grid announces plans for new Chesterfield substation – part of major project to update aging infrastructure

By Tom Hardwick

Trainee Reporter



Published 14th May 2024, 10:57 BST

The National Grid has announced plans to build a new substation in Chesterfield – designed to link a new 60km route of electricity pylons across Derbyshire.

The pylons would connect the substation in **Chesterfield** with an existing site in Willington, as part of a project to harness the energy generated by offshore wind farms.

The new overhead lines would be able to carry six gigawatts of electricity – which **National Grid** said could power six million homes.

National Grid will consult communities for eight weeks, between May 14 and July 9, to introduce the proposed project and ask for local peoples' opinions.



The National Grid has announced plans to build a new substation in Chesterfield – designed to link a new 60km route of electricity pylons across Derbyshire.

Project Manager Leanne Evans told the BBC: “The Chesterfield to Willington project is one of 17 projects that's happening across the country.

“We are expecting electricity demand to double over the coming years and we are seeing an increase in electricity generation, largely in offshore wind turbines – and we need to be able to get that energy from where it is generated to where it is needed.”

Discussing the proposals, the National Grid said that its infrastructure – much of which was constructed in the 1960s – needed to be upgraded.

It also said that existing power lines lacked the capacity to channel increased power flows from offshore wind turbines.

Ms Evans added: “We recognise the concern that communities will have in hosting this type of infrastructure.

READ THIS: Man charged with stalking a woman in Derbyshire town after series of incidents

“We are very much in the early development stages of this project so we would really encourage people to come out, learn more about the proposals and give us that feedback and help us shape our proposals.”

For more information on public consultations, head to the National Grid website [here](#) .

Related topics:

National Grid

Chesterfield

Derbyshire

BBC



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Thailand moves to recriminalise cannabis, shaking US\$1 billion industry

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Event honours memory of 80 miners who lost their lives in Creswell Colliery disaster 75 years ago

An event will be held to commemorate the 75th anniversary of the Creswell Colliery disaster in which 80 miners lost their lives.

Derbyshire Times

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H.5 Derbyshire Live Coverage 15 May 2024



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NEW ARRIVAL

New 60km electricity power line with 50m-high pylons proposed

It would be able to carry enough electricity to power six million homes

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By [Zena Hawley](#) Agenda editor 04:00, 15 MAY 2024

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 Existing 50m-high pylons in the countryside. The proposed Derbyshire power line would travel for 60km. (Image: Martin Pope/Getty Images)

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An overhead electricity power line 60km long is being proposed between Chesterfield and Willington to allow the **National Grid** to carry more energy between the north of England and the Midlands. The electricity line would be carried on new 50-metre-high steel lattice pylons, with an average of three per kilometre on straight sections and more elsewhere.

The line of more than 200 pylons would connect a new substation at Chesterfield (being developed as part of the Brinsworth to High Marnham proposals) and the existing Willington substation in South Derbyshire.



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The corridor has been divided into sections to make it easier to consult local communities on the parts of the proposed electricity line that affect them. They are Chesterfield to Stretton, Stretton to Ripley, Ripley to Morley, Morley to Ockbrook, Ockbrook to Aston-on-Trent and Aston-on-Trent to Willington.

The upgraded infrastructure will be able to transport six gigawatts of power – enough to power six million homes.

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The **National Grid** says that the existing power lines between the North and the Midlands do not have capacity to accommodate the increased power flows from offshore wind. Building a new power line between Chesterfield and Willington will increase the capacity in the centre of the country, enabling cleaner, greener energy to be carried around the network.

Leanne Evans, project director for National Grid, added: “The government’s offshore wind and net zero targets means an increase in the amount of wind generation developed offshore.

“The new power line we are proposing will mean more clean energy generated, mostly from offshore windfarms, can be carried and moved around the network in the Midlands to where it is needed, benefiting homes and businesses in Derbyshire and beyond.

“The launch of our consultation is the beginning of our engagement with communities and stakeholders along the proposed route corridor and we encourage people to share their views as we develop our proposals in more detail.”



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The project is classified as a nationally significant infrastructure project under the Planning Act 2008 and requires a special type of planning application - a Development Consent Order

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application. The inspectors issue a recommendation to the Secretary of State for Energy Security and Net Zero who will make the final decision whether to grant planning permission.

If permission is granted, construction would be expected to begin in 2028 and it would be operational in 2031.

People are being invited to view the proposals over the next eight weeks from now until July 9, and give their opinions.

Members of the public can take part in the consultations and speak with National Grid's team by attending consultation events and online webinars, or by visiting www.nationalgrid.com/chesterfieldtowillington. You can find out when and where consultation events are taking place by [clicking here](#).



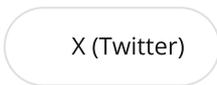
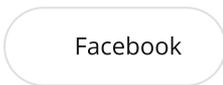
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Appendix I. Technical Consultees and Statutory Bodies Who Responded to the Consultation

Appendix I

Technical Consultees and Statutory Bodies Who Responded to the Consultation

Table I1: Technical consultees and statutory bodies who responded to the consultation

Technical consultees and statutory bodies who responded to the consultation		
Alfreton Town Council	Disabled Persons Transport Advisory Committee (DPTAC)	Network Rail
Amber Valley Borough Council	Draycott and Church Wilne Parish Council	North-East Derbyshire District Council
Ashfield District Council	East Midlands Freeport	North West Leicestershire District Council
Ault Hucknall Parish Council	English Heritage	Ockbrook and Borrowash Parish Council
Bolsover District Council	The Environment Agency (EA)	Peak District National Park Authority
Brackenfield Parish Council	Equans UK	Pentrich Parish Council
Breadsall Parish Council	Health and Safety Executive (HSE)	Rotherham Metropolitan Borough Council
British Horse Society	Historic England	RSPB Chesterfield
Canal and River Trust	Historic Houses	RSPB UK
Civil Aviation Authority	Holbrook Parish Council	Shirland and Higham Parish Council
Country Land and Business Association	Horsley Parish Council	South Derbyshire District Council
Clay Cross Parish Council	Horsley Woodhouse Parish Council	South Wingfield Parish Council
CPRE Derbyshire	High Speed 2 (HS2)	Stanley and Stanley Common Parish Council
Dale Abbey Parish Council	Joint Nature Conservation Committee	Stanton by Dale Parish Council
Derby and Sandiacre Canal Trust	Mansfield Council	Stretton Parish Council
Derby City Council	Ministry of Defence	The Coal Authority
Derbyshire Archaeological Society	Morley Parish Council	The Woodland Trust

Technical consultees and statutory bodies who responded to the consultation

Derbyshire County Council	National Farmers Union	UK Health Security Agency
Derbyshire Wildlife Trust	National Highways	Water Management Consortium
Derwent Valley Mills World Heritage Site	National Trust	Wessington Parish Council

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