

Grimoldby and Manby Parish Council

To the Members of the Parish Council of Grimoldby and Manby:

You are hereby summoned to attend a meeting of Grimoldby and Manby Parish Council, which will be held on Wednesday 20th March 2024 in The Pavilion, Gibson Way, Manby at 7.30pm. The business to be dealt with at the meeting is listed in the agenda below.

Please note that the meeting will begin at 7.30pm UNLESS any public are present in which case there will be a public forum when members of the public may ask questions or make short statements to the Council.

Any public wishing to speak, on an agenda item or “sit in” on the meeting please contact the Clerk, using the email address below, in advance to discuss attendance arrangements. If possible, please provide written representation rather than attending in person.

Members of the public should note that they will not be allowed to speak during the formal meeting.



Mrs. L.M. Phillips

Clerk

Dated this 15th Day of March 2024

AGENDA

1. **Apologies for Absence**
To note apologies where valid reasons for absence have been given to the Clerk prior to the meeting.
2. **Chairman’s Remarks**
3. **Declarations of Interest / Dispensations**
To receive declarations of interest in accordance with the Localism Act, 2011 – these being **any** interest in agenda items not previously recorded on Members’ Register of Interests. Council to consider granting dispensation(s), as per written requests received by the proper officer to councillors under section 22 of the Localism Act.
4. **Council Minutes**
To approve as a correct record the draft Minutes of the Council Meeting held on 21st February 2024 and authorise the Chairman to sign the official minutes.
5. **Finance**
To receive, note and duly resolve to authorise:
 - a. The Financial Report for March, showing a closing balance on 29th January 2024 of £81,153.19 which agrees to the closing balance on the bank statement issued on 14th February 2024.
 - b. Cheques for authorisation, listed on the Cheque Schedule 032024 totalling £1,386.28.
6. **Planning**
 - a. **Applications received by the Local Planning Authority**
To consider current applications including those listed in the schedule (Plans_03_20_24)/ ratify comments already made by the Planning Working Group.
 - b. **ELDC Planning Decisions to Note**
 - i. N/067/00035/24 – 86 Tinkle Street, LN11 8TF – ELDC has granted full planning permission.
7. **National Grid Electricity Transmission – Grimsby to Walpole**
Council to ratify the Corporate Response submitted to meet the deadline for comments by the Clerk, in between meetings, distributed to Councillors for approval prior to submission, as agreed at the February meeting.
8. **Standing Orders / Financial Regulations / Code of Conduct**
Council to approve continued use of the above which require no amendments currently. Documents can be viewed on the Council’s website as follows:
<https://grimoldby-manby.parish.lincolnshire.gov.uk/homepage/governance>

Grimoldby and Manby Parish Council

9. Asset Register

Council to review its Asset Register. (Attached).

10. Allotments

Council to consider a request for the erection of a structure, in which to grow plants, on Allotment plot 4. Structure to have feet which are sunken into the ground for stability, have a sloped roof (possibly to allow the collection of rainwater), Perspex doors, cladded sides, to be located at the back of the plot and to have a maximum size of 3m x 1.2m x 1.4m, LxWxH (may consider making it smaller, depending on materials)

11. Grass Verges in Grimoldby and Manby

Following receipt of correspondence from members of the public, Council to receive an update on action taken and resolve upon the way forward.

12. Pavilion Facilities

Council to consider looking into increasing the facilities available at the Pavilion.

13. Any Other Business

Councillors to exchange information, if required. Please note, no decisions may lawfully be taken during this item.

14. Next Meeting

Council to note that the next scheduled meeting of Grimoldby and Manby Parish Council will take place on 17th April 2024.

**MINUTES OF THE MEETING OF GRIMOLDBY AND MANBY PARISH COUNCIL
HELD AT THE PAVILION, GIBSON WAY, MANBY
ON WEDNESDAY 21st FEBRUARY 2024**

Present Councillor T. Knowles (TK) (in the chair)

Councillors: B. Adams (BA), M. Bruce (MB), Mrs. E. Billings (EB), C. Fairburn (CF), N. Hind (NH), L. Knowles (LK) and T. Vamplew (TV)

Councillors not present: A. Bunting (AB), M. Starsmore (MS)

The Clerk, Mrs. L.M. Phillips was also present.

T93. Apologies

Apologies for absence were received from Cllrs. AB and MS.

T94. Chairman's Remarks

The Chairman reported that 1) he had had a conversation with the son of the man who had bought Beech Grove who was working with the gentleman who had bought Tedder Hall to come up with a scheme. However, the big stumbling block was the heritage situation. 2) 3 people had emailed him regarding the Grimsby to Walpole pylon proposals and he had replied to all saying that the Council would do what it could.

T95. Declarations of Interest / Dispensations

There were no declarations of interest or requests for dispensations.

T96. Council Minutes

It was **RESOLVED** to approve as a correct record the Minutes of the Council Meeting held on 17th January 2024.

T97. Finance

The Council received, noted and duly **RESOLVED** to authorise:

- a. The Financial Report for February, showing a closing balance on 10th January 2024 of £79,867.05 which agreed to the closing balance on the bank statement issued on 12th January 2024.
- b. Cheques for authorisation, listed on the Cheque Schedule 022124 totalling £788.21.

T98. Planning

a. Applications received by the Local Planning Authority

There were no planning applications to consider at the time of the meeting.

b. ELDC Planning Decisions to Note

The Council noted the following planning decisions:

- i. N/113/02160/23 – Ash Grove, 13 Canberra Crescent, Manby, LN11 8TU – ELDC has granted full planning permission.

T99. Proposed Work To Trees

The Council considered the following proposed work to trees and **RESOLVED** to leave a decision to the tree officer at ELDC:

- a. **Location:** Linden Lea, 1 Church Lane, Manby. **Proposals:** T15 - Lime - (T1 on plan) 1. Remove basal and epicormic growth on the main stems to the lowest primary branches at a height of 6.1m, to a diameter not exceeding 4cm. 2. Crown thin by 25% removing branches less than 4cm. T18 - Lime - (T2 on plan) 1. Reduce in height to leave a stem 5m tall and manage as a pollard. 2. Remove basal and epicormic growth along both stems. T19 - Lime - (T3 on plan) 1. Remove basal and epicormic growth on the main stems to the lowest primary branches at a height of 6.3m, to a diameter not exceeding 4cm. 2. Crown thin by 25% removing branches less than 4cm. **Reasons:** T15 - 1. To clear the road and the garden. 2. To increase light to the garden whilst retaining the height and shape of the tree. T18 - 1. To retain the tree whilst reducing the risk of failure. 2. To clear the driveway, garden and road. T19 - 1. To clear the road and the garden. 2. To increase light to the garden whilst retaining the height and shape of the tree.

T100. National Grid Electricity Transmission – Grimsby to Walpole

Following receipt of information on the above the Council received a copy of the Consultation Questionnaire and it was **RESOLVED**:

- a. That a corporate response would be compiled, circulated to all Councillors for comment / agreement and submitted prior to ratification at the next meeting; and
- b. That a leaflet drop to every household in Grimoldby and Manby should be undertaken, distributing a flyer outlining the above plans, where to find more information, what to do and the deadline for responses.

T101. Football Field Grass Cutting

It was **RESOLVED** that Manby FC should cut the above and should invoice the Council after each cut (£20 per time).

T102. Flood Forum

The Council noted that Victoria Atkins MP would be hosting a Flood Forum on 1st March 2024 between 1pm and 2.30pm. Details could be found by typing the following into an internet browser:

<https://www.victoriaatkins.org.uk/news/flood-forum-1-march-2024> Councillors were to disseminate this information to parishioners who may wish to attend. There would be representatives at the meeting from the Environment Agency, the Internal Drainage Board and LCC.

T103. Planning Application Consultations from LCC

The Council noted that LCC were changing their processes in view of recent changes to the Governments Planning Guarantee and it would no longer accept a response if it were not received within the statutory consultation period. Instead, it would assume that the Council had no response to make. Any requests for an extension of time would be agreed in writing by the case officer. If the case officer did not respond or agree a request in writing then it should not be assumed that the request had been granted. It was agreed that the Clerk should respond to LCC making the Council's displeasure at this news known.

T104. Disclaimer Signs

Further to previous resolution, the Council noted that as per Financial Regulations the Clerk and the Chairman had agreed wording for and sought suppliers for the above. The Council **RESOLVED** to approve the details and purchase of 5 signs. 1 for the play park, 1 for the Tennis Courts and 3 for the Pavilion, Football Field and Allotments.

T105. Closed Session Items

The Council **RESOLVED** to move into closed session in accordance with the Public Bodies (Admission to Meetings) Act 1960 due to the business to be discussed in the following item, information being of a confidential and sensitive nature in relation to the following:

a. Village Maintenance

The Council considered applications from contractors for the above work and it was **RESOLVED** to appoint Mr. K. Towler as its contractor for 2024/25.

b. Amenity Grass Cutting

The Council received quotes for the above and it was **RESOLVED** to appoint D. Skells as its contractor for 2024/25.

T106. Any Other Business

Cllr. TK read out a letter from a member of the public regarding restricting weight limits in the village and the Grimsby to Walpole pylon proposals. It was agreed that the gentleman's proposals re. the pylons were not feasible given the timescales. However, it was agreed that the Chairman and the Clerk should look into the weight restriction suggestion. Cllr. Mrs. EB reported that she had received complaints about the mud on the B1200 and said that it confirmed how dangerous it might be if a Biodigester were built in the area. It was agreed that the Chairman would speak to the Environment Officers at ELDC on the subject.

T107. Next Meeting

The Council noted that the next scheduled meeting of Grimoldby and Manby Parish Council would take place on 20th March 2024.

The meeting closed at 8.29pm

Signed _____ (Chairman) Dated _____

Financial Report - March 2024

			£	£
Opening balance as at 12th January 2024				79,867.05
ADD receipts	HMRC	VAT Refund		2,161.35
	Y.C. Smith	Pavilion Rent		63.00
				<hr/> 82,091.40
LESS payments				
1450	SLCC	Annual Membership	139.20	
1451	G&M1	Staff Costs January	627.75	
1452	HMRC	Staff Costs January	160.46	
1453	Wolds Taxis	Travel to and from LCC Planning	150.00	
1454	G&M1	Staff Costs February	627.55	
1455	HMRC	Staff Costs February	160.66	
1456	G&M1	Employer Costs	627.55	
1457	HMRC	Employer Costs	160.66	
1458	Mr. K. Towler	Work to playpark	110	
1459	Mr. T. Knowles	Reimbursement for delivery of leaflets	200	
1460	Anderson Business and Computing	1000 A5 leaflets re. GY to Walpole	55	
1461	Darryl J. Stones	Repair to Pavilion window	92	
1462	British Gas Trading Ltd	Pavilion Electric	141.07	
			<hr/> 2,463.69	<hr/> 79,627.71
ADD Uncleared Cheques				
1450	SLCC	Annual Membership	139.20	
1454	G&M1	Staff Costs February	627.55	
1455	HMRC	Staff Costs February	160.66	
1456	G&M1	Employer Costs	627.55	
1457	HMRC	Employer Costs	160.66	
1458	Mr. K. Towler	Work to playpark	110	
1459	Mr. T. Knowles	Reimbursement for delivery of leaflets	200	
1460	Anderson Business and Computing	1000 A5 leaflets re. GY to Walpole	55	
1461	Darryl J. Stones	Repair to Pavilion window	92	
1462	British Gas Trading Ltd	Pavilion Electric	141.07	
Closing balance as at 29th January 2024			<hr/> 1,525.48	<hr/> 81,153.19
VAT owed as at 29/02/24 for 2023/24				<hr/> 380.52

Cheque Schedule 032024

March 2024							
Cheque No.	Supplier / Payee	Details	Cheque Total	Invoice Total	VAT	Net	Ref
1456	G&M1	Employer Costs	627.55	627.55	-	627.55	Month 12
1457	HMRC	Employer Costs	160.66	160.66	-	160.66	Month 12
1458	Mr. K. Towler	Work to playpark	110.00	110.00	-	110.00	Inv 63
1459	Mr. T. Knowles	Reimbursement for delivery of leaflets	200.00	200.00	-	200.00	Inv 20
1460	Anderson Business and Computing	1000 A5 leaflets re. GY to Walpole	55.00	55.00	-	55.00	Inv 311
1461	Darryl J. Stones	Repair to Pavilion window	92.00	92.00	-	92.00	Inv
1462	British Gas Trading Ltd	Pavilion Electric	141.07	141.07	6.72	134.35	number: A14081741
						-	
						-	
						-	
TOTALS			1,386.28	1,386.28	6.72	1,379.56	

The Great Grid Upgrade

Grimsby to Walpole

Non-statutory consultation feedback questionnaire

January – March 2024

Overview

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

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

Your feedback

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

When we carry out further consultation, we will explain in an interim report how feedback from this first stage of consultation has shaped our plans and we will outline the key themes in the feedback from this first stage. We will report on the feedback from each stage of public consultation, and provide your responses to your comments, in a Consultation Report that will be provided as part of our Development Consent Order application, which we are planning to submit in 2027.

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

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

- Project Background Document
- Strategic Options Report (SOR)
- Addendum to the Strategic Options Report
- Corridor Preliminary Routing and Siting Study (CPRSS)
- New Walpole Substation Location Options Report

These documents are available on our website [nationalgrid.com/g-w](https://www.nationalgrid.com/g-w). If you wish to receive paper copies of these documents or need them in another format, please get in touch by freephone on **0800 0129 153** or by email at contact@g-w.nationalgrid.com (please note print charges may apply). An online version of this questionnaire can also be submitted via our website.

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

About You

Title: Mrs. First name: Lynda

Surname: Phillips

Organisation/group (if responding on behalf of organisation): Grimoldby and Manby Parish Council

Address: 9 Alexandra Road, Louth

Postcode: LN11 0ND

Email address:

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

How would you describe your interest in Grimsby to Walpole?

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

1. Strategic options

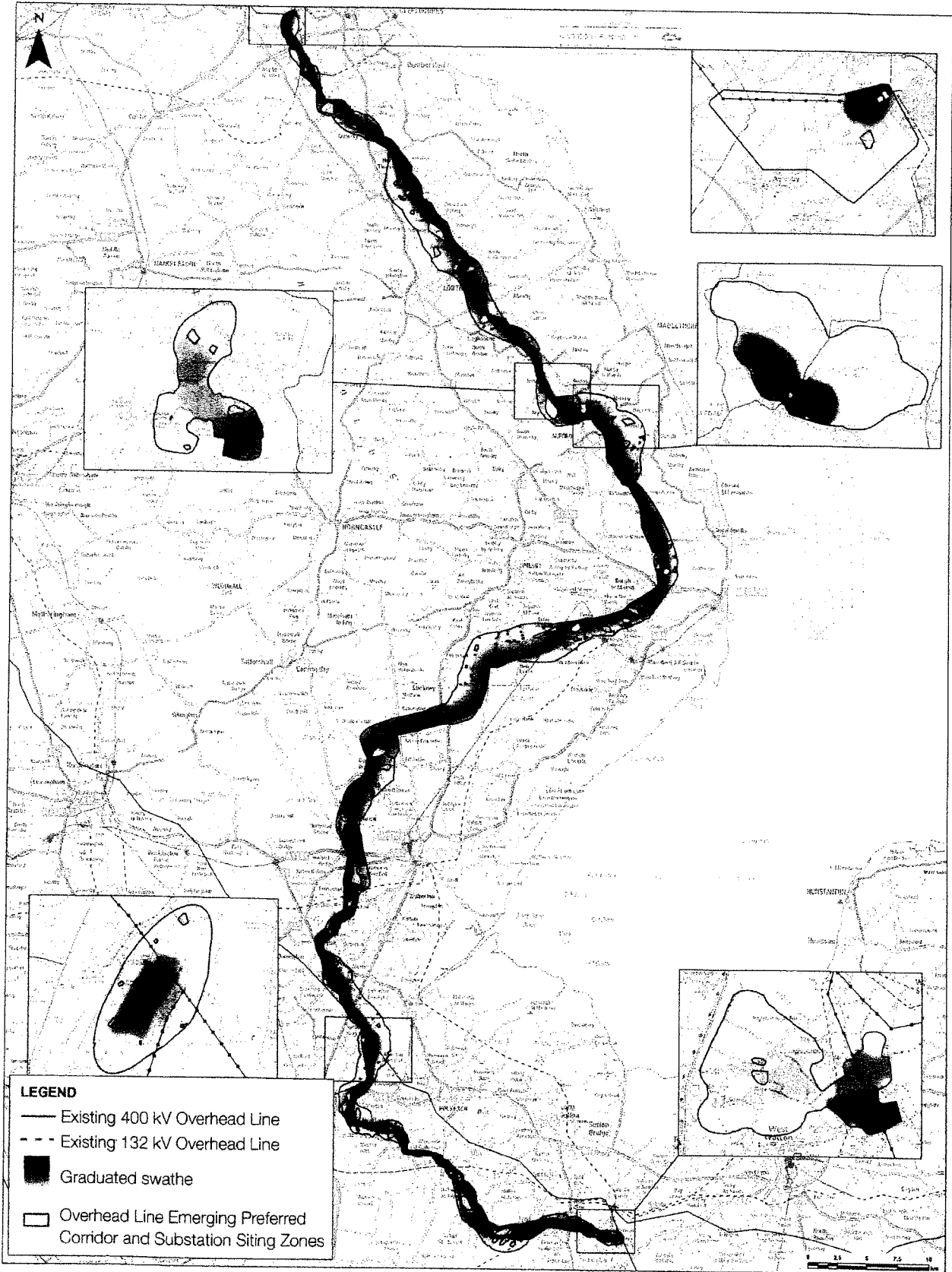
Our preferred strategic option is Grimsby West to Walpole via Weston Marsh. More detail on our work to identify this as our preferred strategic option can be found in the Strategic Options Report (SOR) and SOR Addendum which outlines why the Grimsby to Walpole reinforcement needs to start in the Grimsby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

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

Grimoldby and Manby Parish Council (G&M PC) recognise that this is a needed infrastructure project but would prefer it were kept primarily offshore, secondarily underground. The route suggested is essentially through a rural setting and the siting of such large pylons and linking cables will create an unnecessary industrialisation of the area. Little consideration has been given to the effect these constructions will have on the scenery and will obviously spoil and blight the rural aspects. The siting of these pylons will mask the views of the Wolds - an area of outstanding natural beauty - and will be detrimental to the tourist trade upon which this area of Lincolnshire relies. In addition to the spoiling of the visual aspects and scenery little thought is apparently given to the environmental impact. Nearby nature reserves attract wildfowl throughout the year and their wellbeing will be jeopardised through the risk of collision with these structures and attached cabling especially in low visibility. As well as the inevitable visual blight to the countryside the effect on people's quality of life and amenity has been evidently ignored. In particular the high voltage running through the cabling is known to cause health issues notably cancer, leukaemia etc. Overhead cabling and their pylons may be the cheapest method in the short term however it should not be the only solution. It is perfectly possible to either lay the cables underground or beneath the sea - either of these options would go some way to reduce the environmental effect as well as the loss of amenity and wellbeing of the residents, tourists and visitors to the area. There are already existing transmission lines to the west of Grimsby which link to the Walpole area to the south. An upgrade to these transmission lines would make it feasible for the proposed connection to use this existing infrastructure. It is stated that National Grid has carried out engineering, environmental and socio-economic assessments on the proposed scheme however these assessments are not apparently available to the general public to comment on in this consultation. Therefore, it cannot be ascertained how independent or objective these assessments are.

Our proposals for Grimsby to Walpole

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



Emerging preferred corridor and graduated swathe

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

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

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

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

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



2. The emerging preferred corridor

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

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

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

Grimoldby and Manby Parish Council (G&M PC) recognise that this is a needed infrastructure project but would prefer it were kept primarily offshore, secondarily underground. The route suggested is essentially through a rural setting and the siting of such large pylons and linking cables will create an unnecessary industrialisation of the area. Little consideration has been given to the effect these constructions will have on the scenery and will obviously spoil and blight the rural aspects. The siting of these pylons will mask the views of the Wolds - an area of outstanding natural beauty - and will be detrimental to the tourist trade upon which this area of Lincolnshire relies. In addition to the spoiling of the visual aspects and scenery little thought is apparently given to the environmental impact. Nearby nature reserves attract wildfowl throughout the year and their wellbeing will be jeopardised through the risk of collision with these structures and attached cabling especially in low visibility. As well as the inevitable visual blight to the countryside the effect on people's quality of life and amenity has been evidently ignored. In particular the high voltage running through the cabling is known to cause health issues notably cancer, leukaemia etc. Overhead cabling and their pylons may be the cheapest method in the short term however it should not be the only solution. It is perfectly possible to either lay the cables underground or beneath the sea - either of these options would go some way to reduce the environmental effect as well as the loss of amenity and wellbeing of the residents, tourists and visitors to the area. There are already existing transmission lines to the west of Grimsby which link to the Walpole area to the south. An upgrade to these transmission lines would make it feasible for the proposed connection to use this existing infrastructure. It is stated that National Grid has carried out engineering, environmental and socio-economic assessments on the proposed scheme however these assessments are not apparently available to the general public to comment on in this consultation. Therefore, it cannot be ascertained how independent or objective these assessments are.

3. The graduated swathe – sections

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

(Please refer to the Project Background Document from page 37. For more information, please also see the Corridor Preliminary Routeing and Siting Report.)

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

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

G&M PC supports the views of its neighbouring parish and town councils and objects because it feels that this project should be taken offshore or underground. The route suggested is essentially through a rural setting and the siting of such large pylons and linking cables will create an unnecessary industrialisation of the area. Little consideration has been given to the effect these constructions will have on the scenery and will obviously spoil and blight the rural aspects. The siting of these pylons will mask the views of the Wolds - an area of outstanding natural beauty - and will be detrimental to the tourist trade upon which this area of Lincolnshire relies. In addition to the spoiling of the visual aspects and scenery little thought is apparently given to the environmental impact. Nearby nature reserves attract wildfowl throughout the year and their wellbeing will be jeopardised through the risk of collision with these structures and attached cabling especially in low visibility. As well as the inevitable visual blight to the countryside the effect on people's quality of life and amenity has been evidently ignored. In particular the high voltage running through the cabling is known to cause health issues notably cancer, leukaemia etc. Overhead cabling and their pylons may be the cheapest method in the short term however it should not be the only solution. It is perfectly possible to either lay the cables underground or beneath the sea - either of these options would go some way to reduce the environmental effect as well as the loss of amenity and wellbeing of the residents, tourists and visitors to the area. There are already existing transmission lines to the west of Grimsby which link to the Walpole area to the south. An upgrade to these transmission lines would make it feasible for the proposed connection to use this existing infrastructure. It is stated that National Grid has carried out engineering, environmental and socio-economic assessments on the proposed scheme however these assessments are not apparently available to the general public to comment on in this consultation. Therefore, it cannot be ascertained how independent or objective these assessments are.

Options within the swathe

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

Grimsby West Substation

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

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

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

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

Yes...offshore.

Section 1: Grimsby West to Barnoldby le Beck

(See pages 40-41 of the Project Background Document and the emerging preferred corridor and constraints plans.)

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

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

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

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

Section 2: Barnoldby le Beck to North Thoresby

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

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

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

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

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

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

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

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

Section 3: North Thoresby to Alvingham and Keddington

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

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

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

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

G&M PC supports the views of its neighbouring parish and town councils and objects because it feels that this project should be taken offshore or underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the marsh to the wolds, an Area of Outstanding Natural Beauty, both of which should be protected. The route suggested is essentially through a rural setting and the siting of such large pylons and linking cables will create an unnecessary industrialisation of the area. Little consideration has been given to the effect these constructions will have on the scenery and will obviously spoil and blight the rural aspects. The siting of these pylons will mask the views of the Wolds - an area of outstanding natural beauty - and will be detrimental to the tourist trade upon which this area of Lincolnshire relies. In addition to the spoiling of the visual aspects and scenery little thought is apparently given to the environmental impact. Nearby nature reserves attract wildfowl throughout the year and their wellbeing will be jeopardised through the risk of collision with these structures and attached cabling especially in low visibility. As well as the inevitable visual blight to the countryside the effect on people's quality of life and amenity has been evidently ignored. In particular the high voltage running through the cabling is known to cause health issues notably cancer, leukaemia etc. Overhead cabling and their pylons may be the cheapest method in the short term however it should not be the only solution. It is perfectly possible to either lay the cables underground or beneath the sea - either of these options would go some way to reduce the environmental effect as well as the loss of amenity and wellbeing of the residents, tourists and visitors to the area. There are already existing transmission lines to the west of Grimsby which link to the Walpole area to the south. An upgrade to these transmission lines would make it feasible for the proposed connection to use this existing infrastructure. It is stated that National Grid has carried out engineering, environmental and socio-economic assessments on the proposed scheme however these assessments are not apparently available to the general public to comment on in this consultation. Therefore, it cannot be ascertained how independent or objective these assessments are.

Section 4: Alvingham and Keddington to Tothill

(See page 46-47 of the Project Background Document and the emerging preferred corridor and constraints plans.)

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

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

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

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

G&M PC supports the views of its neighbouring parish and town councils and objects because it feels that this project should be taken offshore or underground. Pylons would destroy the view of Louth's beautiful Parish Church of St. James' which has the tallest medieval parish church spire in England and would destroy the views from the marsh to the wolds, an Area of Outstanding Natural Beauty, both of which should be protected. The route suggested is essentially through a rural setting and the siting of such large pylons and linking cables will create an unnecessary industrialisation of the area. Little consideration has been given to the effect these constructions will have on the scenery and will obviously spoil and blight the rural aspects. The siting of these pylons will mask the views of the Wolds - an area of outstanding natural beauty - and will be detrimental to the tourist trade upon which this area of Lincolnshire relies. In addition to the spoiling of the visual aspects and scenery little thought is apparently given to the environmental impact. Nearby nature reserves attract wildfowl throughout the year and their wellbeing will be jeopardised through the risk of collision with these structures and attached cabling especially in low visibility. The Council is also aware that there is a helipad located on the outskirts of Grimoldby which is used privately but also by the Air Ambulance when required. As well as the inevitable visual blight to the countryside the effect on people's quality of life and amenity has been evidently ignored. In particular the high voltage running through the cabling is known to cause health issues notably cancer, leukaemia etc. Overhead cabling and their pylons may be the cheapest method in the short term however it should not be the only solution. It is perfectly possible to either lay the cables underground or beneath the sea - either of these options would go some way to reduce the environmental effect as well as the loss of amenity and wellbeing of the residents, tourists and visitors to the area. There are already existing transmission lines to the west of Grimsby which link to the Walpole area to the south. An upgrade to these transmission lines would make it feasible for the proposed connection to use this existing infrastructure. It is stated that National Grid has carried out engineering, environmental and socio-economic assessments on the proposed scheme however these assessments are not apparently available to the general public to comment on in this consultation. Therefore, it cannot be ascertained how independent or objective these assessments are.

Lincolnshire Connection Substations (LCS) A and B

(See pages 48-49 of the Project Background Document, Chapters 10 and 15 of CPRSS and the emerging preferred corridor and constraints plans.)

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

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

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

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

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

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

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

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

This area should be avoided and the route taken offshore.

The siting area for the LCS B substation is located to the north of Bilsby, east of Saleby and west of Huttoft. The preferred location for the LCS B substation is north of Bilsby, as shown by the swathe.

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

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

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

This area should be avoided and the route taken offshore.

Section 5: Tothill to Cumberworth

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

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

This area should be avoided and the route taken offshore.

Section 6: Cumberworth to Burgh le Marsh

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

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

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

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

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

This area should be avoided and the route taken offshore.

Section 7: Burgh le Marsh to Midville

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

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

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

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

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

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

This area should be avoided and the route taken offshore.

Section 8: Midville to River Witham

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

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

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

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

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

This area should be avoided and the route taken offshore.

Section 9: River Witham to River Welland

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

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

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

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

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

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

This area should be avoided and the route taken offshore.

Weston Marsh Substation

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

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

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

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

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

This area should be avoided and the route taken offshore.

Section 10: River Welland to B1165

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

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

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

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

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

This area should be avoided and the route taken offshore.

New Walpole Substation

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

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

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

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

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

This area should be avoided and the route taken offshore.

Section 11: B1165 to Walpole

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

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

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

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

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

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

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

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

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

This area should be avoided and the route taken offshore.

4. Other requirements

Associated works and other aspects

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

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

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

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

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

- 1) Compensation should be forthcoming where required.
- 2) Land should be made good, if disturbed in any way.
- 3) Wherever possible, use local contractors and employ local people for maximum local economic benefit.

5. Refining our proposals

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

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

- 1) Produce images of pylons on the local landscape to properly illustrate the effect they will have.
- 2) Ensure that wildlife/birds/newts/bats/badgers etc., are not disturbed.

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

Produce better, local graphics of specific route views and visual impact of pylons.

National Grid Electricity Transmission has a Community Grant Fund available to charitable and not-for-profit organisations to apply for funding for community-based initiatives in locations where our works are taking place. You can read more about that at nationalgrid.com/g-w.

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

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

- 1) Wayleaves.
- 2) Local employment.

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:

- | | | |
|---|--|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Agree | <input checked="" type="checkbox"/> Neither agree nor disagree |
| <input type="checkbox"/> Disagree | <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Unsure |

Reasons for answer.

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

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

Reasons for answer.

Receipt of information by residents was reportedly hit and miss, all settlements within 2km of the route were supposed to be formally consulted with but it does not appear that this was the case. Therefore, a wider area should have been formally consulted with. Local photographs of pylons on the proposed route should have been provided.

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?

As above, receipt of information by residents was reportedly hit and miss, all settlements within 2km of the route were supposed to be formally consulted with but it does not appear that this was the case. Therefore, a wider area should have been formally consulted with. Local photographs of pylons on the proposed route should have been provided. An independent and objective consultation should be sought.

7. Additional questions – net zero

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

The below question asks for your views on net zero:

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

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

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

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

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

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

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The UK meeting its target of net zero carbon emissions by 2050 is important to you.	<input checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Our concerns are the impact on the environment of the proposal to use pylons to transport energy. We would welcome sight of a similar proposal for alternative options. Surely this is not the only option?

8. Equality and diversity

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

We may publish a summary of the results, but no information about an individual would be revealed. The answers you provide to this question are defined as 'special category data'. If you agree to provide Equality and Diversity information, you can withdraw

your permission at any time. To withdraw your details, please contact us via email at contact@g-w.nationalgrid.com.

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

1. What is your gender?

- Male Female Non-binary
 Prefer not to say

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

- Yes No Prefer not to say

3. How would you describe your ethnic background?

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

4. What is your age?

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

9. Further comments

Data privacy notice

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

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

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

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

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

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

What rights do I have over my personal data?

Under the terms of the UK GDPR you have certain rights over how your personal data is retained and used by National Grid. For more information, see our full data privacy statement: nationalgrid.com/privacy-policy

Contact us

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

0800 0129 153

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

contact@g-w.nationalgrid.com

Freepost G TO W

(no stamp or further address details are required)

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

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



**GRIMOLDBY AND MANBY PARISH COUNCIL
ASSET REGISTER
2023/24**

DESCRIPTION	COST OF ACQUISITION	LOCATION	DATE OF ACQUISITION	SIZE	NOTES	PRICE PER UNIT	PROXY VALUE £	COST OF REPLACEMENT
5 Bus Shelters	1.00	Opposite School, Bulldog Crescent - Manby Middlegate, Opposite PO, Opposite Church Lane, Tinkle Street outside The Square	Pre 1995		Proxy value by building contractor	2,500.00	1.00	12,500.00
Millennium Sign	3,237.50	Manby Middlegate Crossroads	2000 - 2001		Purchased through M. Burns 20/6/01 £300 and Groundworks 20/9/00 £2,937.50			5,000.00
Play Park	1.00	Off Carlton Road	Dec 2022		Transferred from EIDC		1.00	
Tennis Courts	1.00	Off Carlton Road	Dec 2022		Transferred from EIDC		1.00	
Playpark Equipment	20,000.00	Off Carlton Road	Dec 2022		Originally held on a 30 year lease (from 2002) with EIDC. 20,000 relates to the Council's investment in the site. Now owned by G&MPC as transferred from EIDC Dec 2022.			30,000.00
Tennis Court (surface and fencing) and Equipment (nets, rackets, balls and goals)	34,088.21	Off Carlton Road	01/12/2022	35.5x34m	£16,608 spent 25/5/13 with Dales Sports Community on Fence, £999.99 spent with Copo's 21/6/13 on football posts, nets, rackets and balls, £352.82 spent with Boys Sport and Play 17/10/12 on marking out, £19,986.00 spent with Sandberg's 21/11/12 on fencing, £1,000.00 spent with Sandberg's 21/11/12 on fencing, £1,000.00 spent with Sandberg's 21/11/12 on fencing. Now owned by G&MPC as transferred from EIDC Dec 2022.			40,000.00
War Memorial	548.94	Village Hall	21/01/2009		Purchased from R. Ludge 21/7/09			1,000.00
War Memorial	1.00	Outside St Edith's Church, Grimoldby	05/01/1990	10x15m	Inherited		1.00	5,000.00
Grassed Area at Bulldog Crescent	1.00	Middlegate Meadows	2008		Gifted		1.00	
Seating Area	1.00	Tinkle Street			Acquired through adverse possession		1.00	
Platinum Jubilee Bench	567.96	Playpark, Carlton Road	01/02/2023		Acquired with grant from EIDC			600.00
3 Bench Seats	1,576.00	Seating Area, Tinkle Street	21/05/2008		Purchased from S.M. Property Garden M. 21/5/08 £788 and 20/8/08 £788			1,500.00
2 Notice Boards	160.00	Outside The Square + Middlegate Meadows,	16/11/11		Purchased from Wooden IT 16/02/11	80.00		2,500.00
2 Notice Boards	1,790.00	Outside Manby PO, Outside Village Hall,	20/10/2021	W6841 mm x 11934mm x 131mm	Purchased from Notice Boards Online, Notice Board Company Cumbria Ltd.	£625		2,500.00
Red Telephone Box	1.00	Outside the Old PO (Grimoldby)					1.00	2,000.00
Defibrillator	1,416.00	Village Hall, Grimoldby	18/03/2015		Purchased from Physio Control 18/3/15 £1416			1,500.00
Speed Sign	3,333.60	Moveable	26/11/2014		Purchased from Unipart Doman 26/11/14 £3333.60			3,500.00
HP Officejet Pro 8728 Printer	194.99	Clerk's Residence	15/11/2017		Purchased by Clerk as part of Planning Permission			250.00
Pavilion & Football Field	1.00	Manby Fields, Manby, Louth, LN11 8FA	July 2019		Gifted to Council as part of Planning Permission		1.00	180,000.00
Allotments	1.00	Manby Fields, Manby, Louth, LN11 8FA	July 2019	2244m2	Gifted to Council as part of Planning Permission		1.00	
Dog Bin	200.00	Middlesleyes Lane, Grimoldby	01/04/2019		Purchased from Broxap, installed by EIDC	200.00		200.00
5 x Tables and 20 x Chairs	480.00	The Pavilion	20/11/2019		Tables purchased from Furniture at Work £460. Chairs purchased second hand from the Church £20	92.00		1,000.00
Filing Cabinet	1.00	The Pavilion	15/07/1905		Gifted to Council by EIDC		1.00	200.00
Total	67,603.20							289,250.00