

# Section 1 - our proposals from Chesterfield substation to Stretton

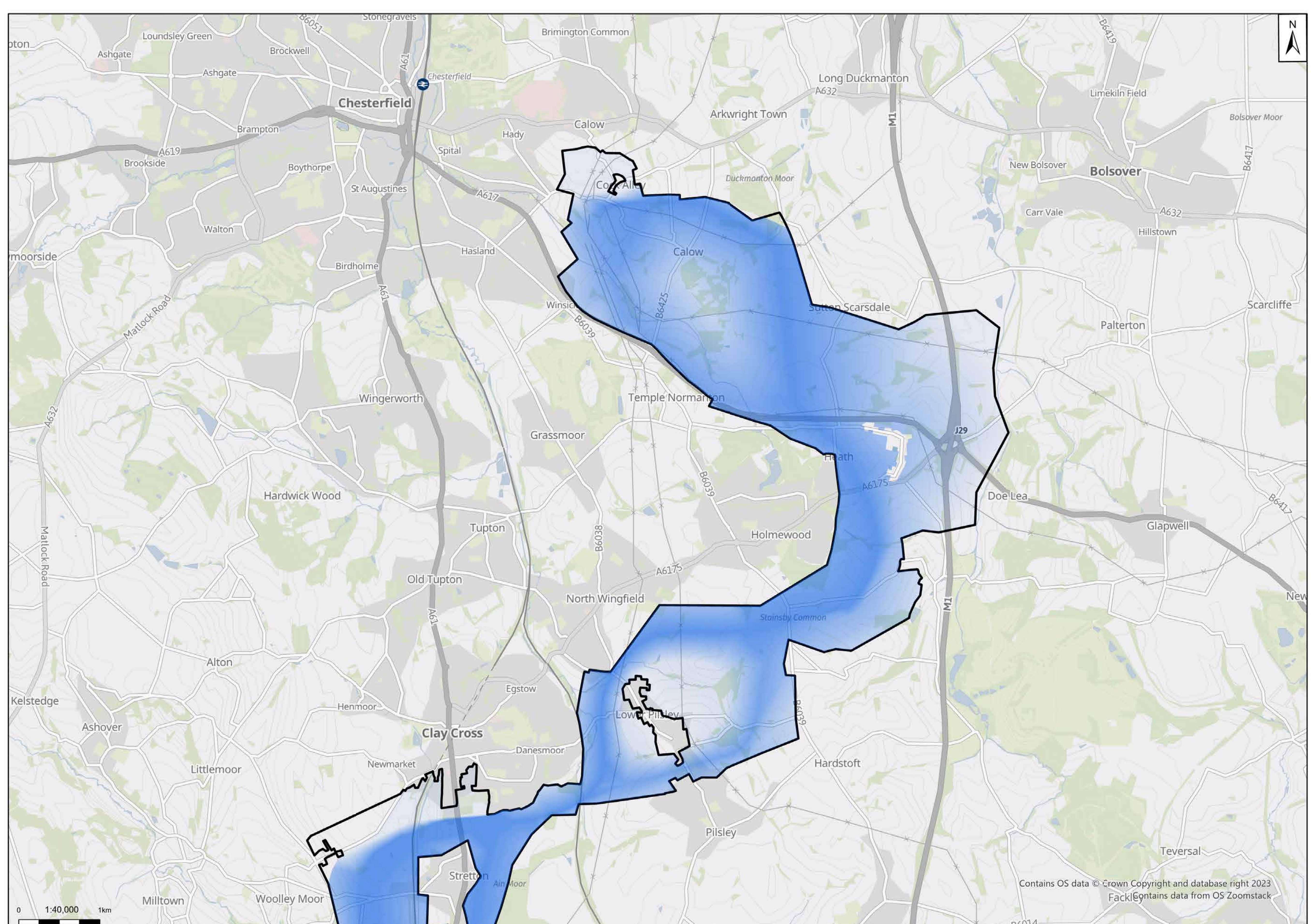
**This section of the Emerging Preferred Corridor runs from the proposed new Chesterfield substation (where the new overhead line would connect into) to a point north of Stretton.**

Exiting from Chesterfield substation, the graduated swathe shows two potential paths which broadly follow the existing 132 kV overhead lines - north of Calow towards Sutton Scarsdale before turning south, or south of Calow towards the A617, before heading in a south-easterly direction.

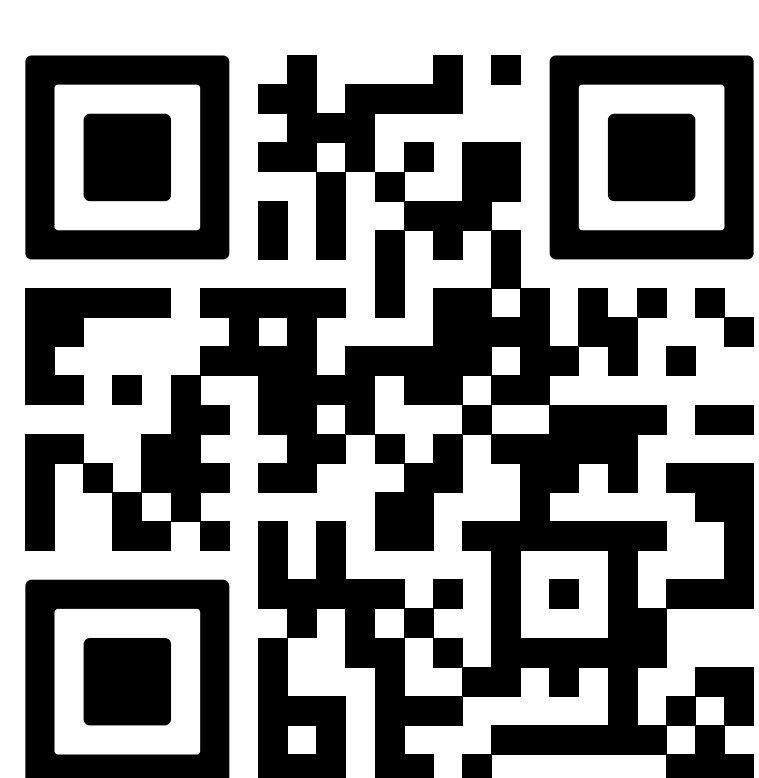
A potential corridor for a new overhead line in the area is offered by the M1 motorway, although this would require a longer line. A preference is also shown between Holmewood and Heath, which offers the shortest and straightest path. This aims to avoid the Heath Conservation Area and pockets of ancient woodland.

South of Holmewood, the preferred path travels towards the western edge of the corridor to create distance from Stainsby and its historic features. Further west, potential paths exist north or south of Lower Pilsley, with preference given to the north due to community amenities and ancient woodland to the south. Reconfiguration or undergrounding of existing 132 kV overhead lines is required in this area to establish the new line.

The corridor then moves around the southern edge of Clay Cross toward Stretton, passing through a relatively narrow gap to avoid features such as existing properties and solar farms.



**Section 1 of the Emerging Preferred Corridor**



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# Section 2 - our proposals from Stretton to Ripley

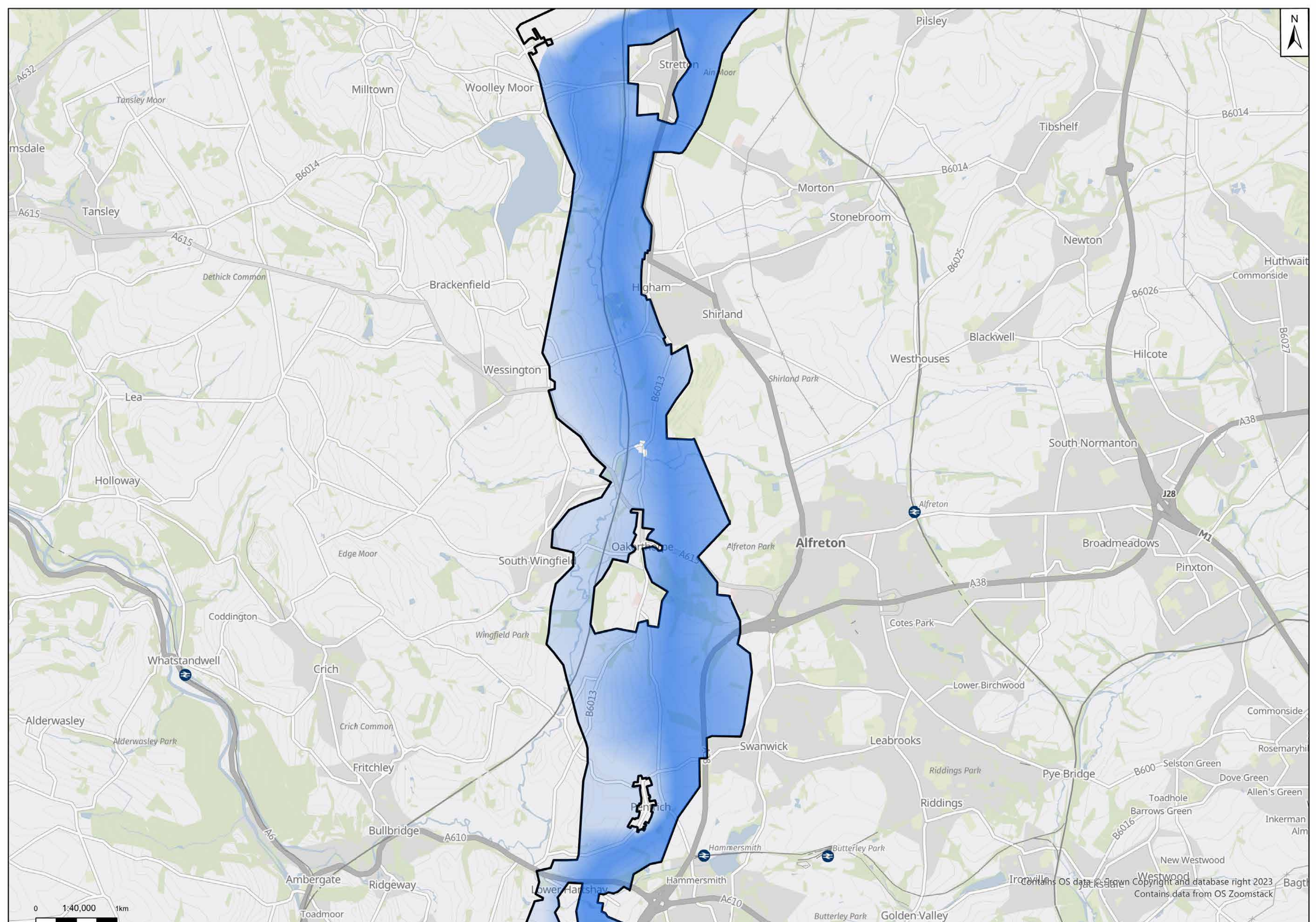
**This section of the Emerging Preferred Corridor broadly runs from Stretton in a southerly direction towards Ripley, following the River Amber valley.**

The graduated swathe indicates a potential path east of Stretton. It offers a more direct route without the need to cross the River Amber and railway line as the corridor heads south toward Oakerthorpe. Alternatively, to the west of Stretton, crossing the River Amber could be avoided, but crossing the railway line would be necessary, potentially requiring two crossings.

As the corridor progresses south toward Oakerthorpe, a preference is shown for a path to the east of the corridor, which aligns with the existing railway line. This benefits from existing trees and field boundary vegetation patterns, providing natural mitigation against potential visual impacts.

The corridor offers potential paths on both sides of Oakerthorpe. To the west, numerous features such as Flood Zones 2 and 3 along the River Amber, the South Wingfield Conservation Area and the Castle Hill monument are present, likely requiring crossings. Therefore, a preference is given for the eastern arm, which would require crossing Alfretton Golf Club with the potential to bypass Oakerthorpe Local Nature Reserve through appropriate routing.

Around Pentrich and Lower Hartshay, options are shown to the east and west of both settlements. A preference is indicated for the eastern route by the darker swathe, which offers the most direct path.



**Section 2 of the Emerging Preferred Corridor**



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# Section 3 - our proposals from Ripley to Morley

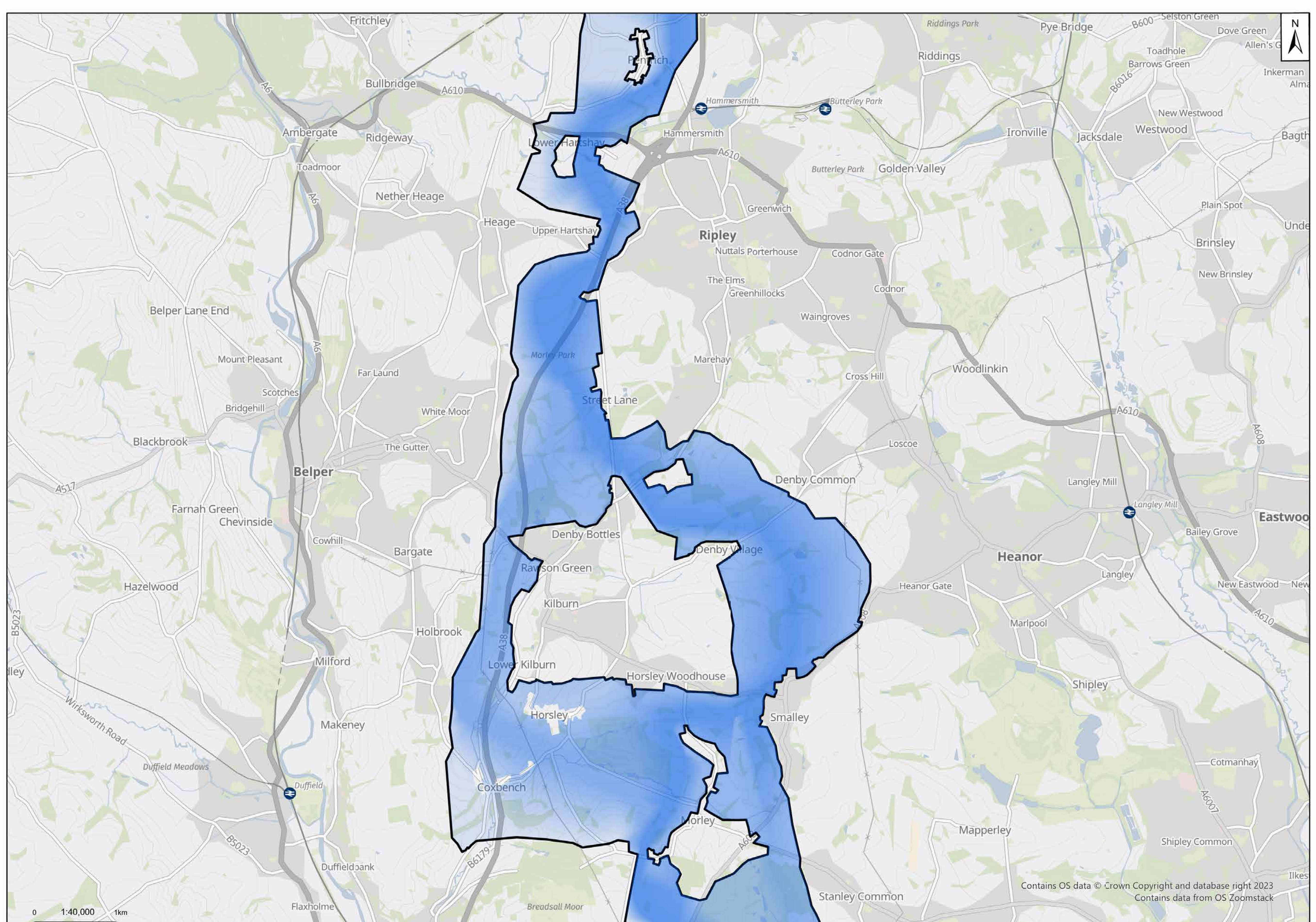
**This section of the Emerging Preferred Corridor broadly runs from Ripley in a southerly direction towards Morley.**

Immediately adjacent to Ripley, the corridor is narrow to pass between Ripley and Upper Hartshay, but it offers the possibility to follow the A38. Further along, the corridor widens and splits as it skirts east or west around a group of settlements including Denby Bottles, Denby Village, Rawson Green, Kilburn, Lower Kilburn, and Horsley Woodhouse.

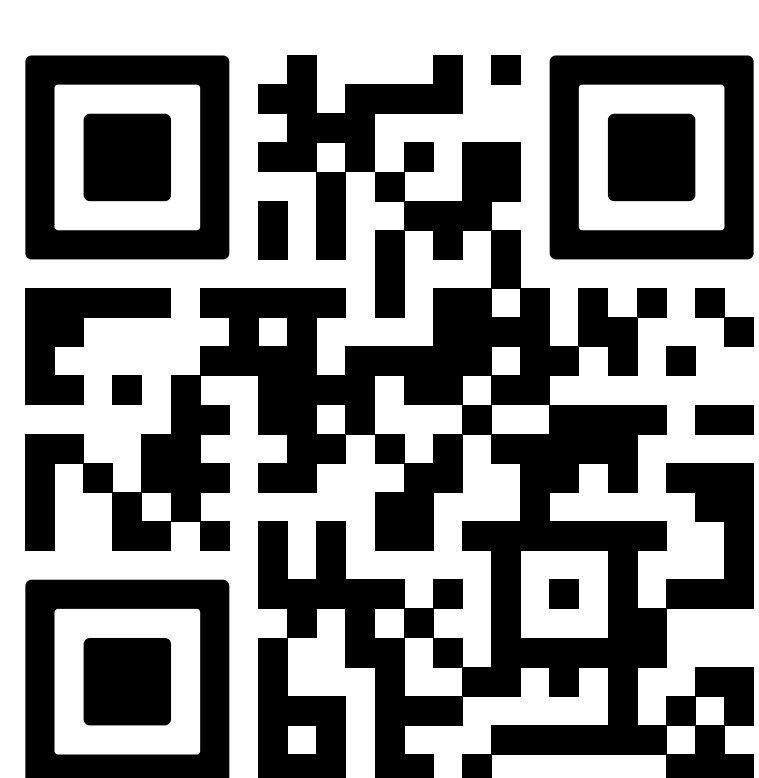
On the western side, the A38 remains a potential linear corridor for the overhead line to follow. However, existing features such as Flood Zones 2 and 3, Horsley and Coxbench Conservation Areas and Horsley Castle favour a preference for the eastern arm.

An emerging pathway is depicted through a gap between Denby Bottles and Denby Pottery Factory. This avoids higher levels of known ground risks such as mine entries and compressible ground further east.

Where the corridor reconnects, a preference is indicated for a pathway west of Morley, which, through appropriate routing, could bypass Horsley Lodge Golf Course and Morley Brick Pits Sites of Special Scientific Interest (SSSI) to the south. East of Morley, the relatively lighter shaded area of the graduated swathe reflects the presence of ancient woodland and Morley Hayes Golf Club across a significant portion of the corridor in this location.



**Section 3 of the Emerging Preferred Corridor**



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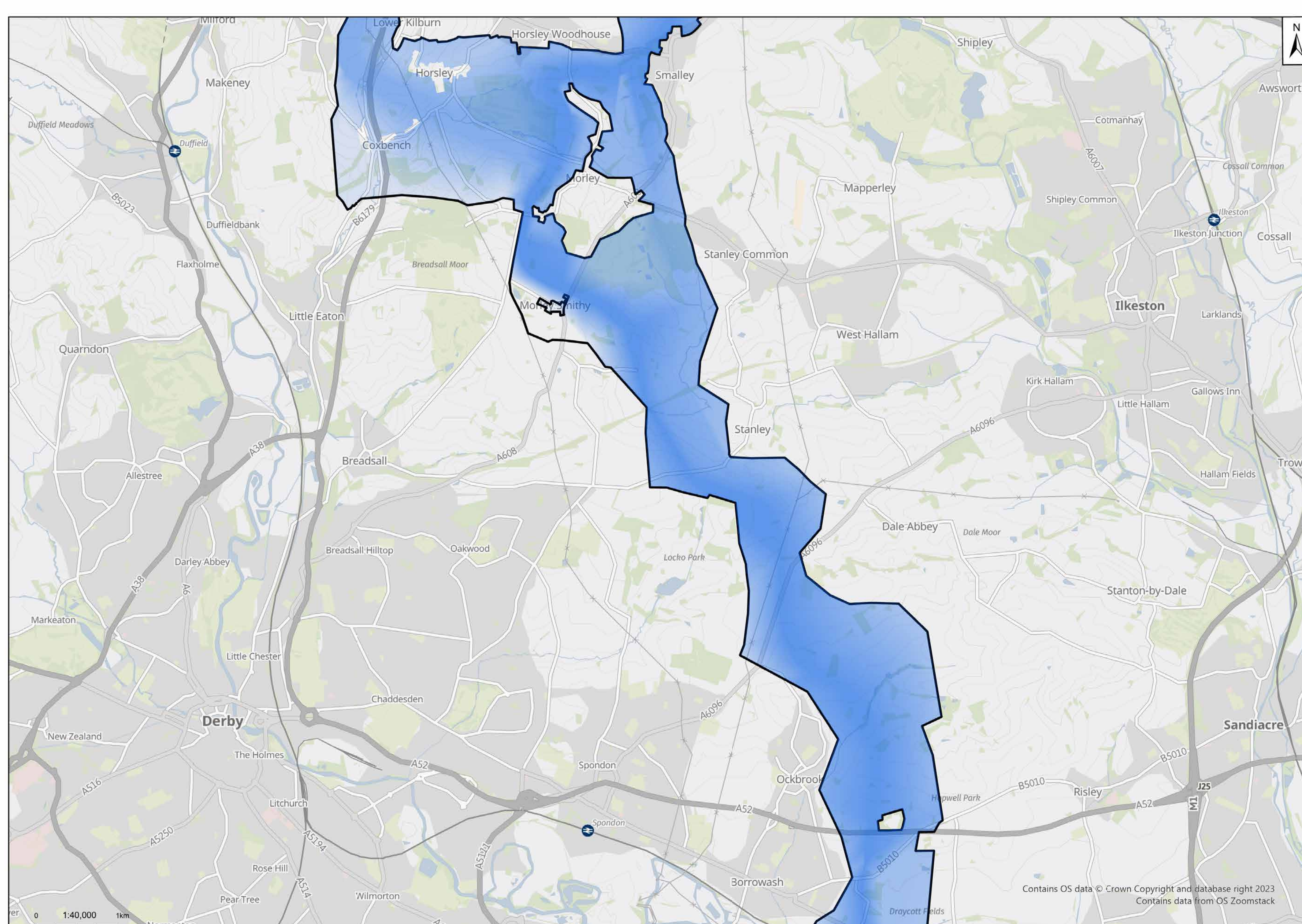


# Section 4 – our proposals from Morley to Ockbrook

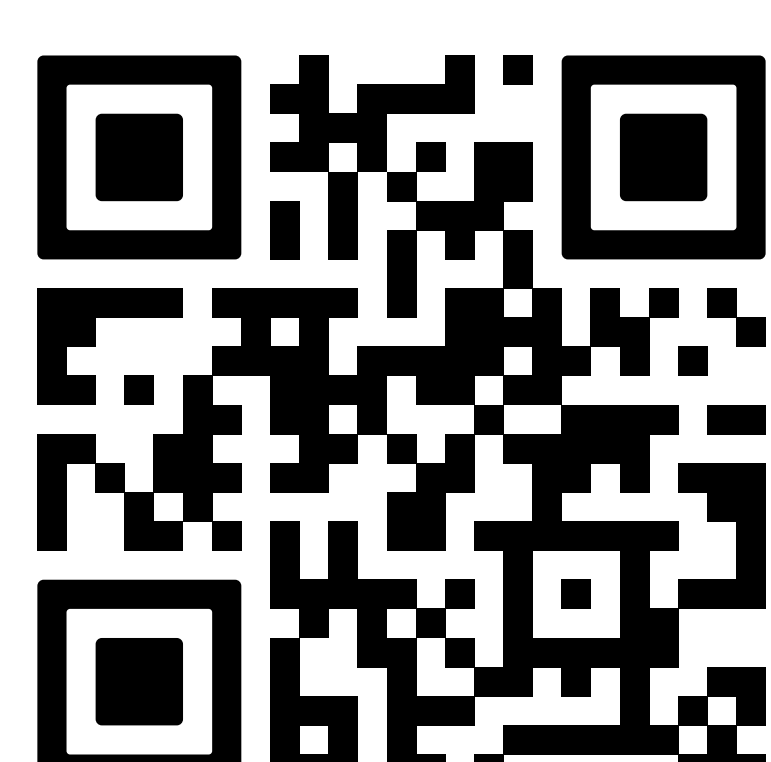
**This section of the Emerging Preferred Corridor broadly runs from Morley in a southerly direction towards Ockbrook around the eastern edge of Derby.**

The corridor encounters a relatively unconstrained area, with a preference for a more direct path that aims to avoid local features. The narrowest part of the corridor lies between Locko Park Registered Park and Garden to the west and Dale Hill Natural Burial Ground to the east.

An existing 132 kV overhead line crosses the entire width of the corridor, necessitating modifications. Preference is given to the western edge of the corridor toward Ockbrook to maintain a direct path, while also avoiding ancient woodland and maintaining sufficient distance from the village.



**Section 4 of the Emerging Preferred Corridor**



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# Section 6 – our proposals from Aston-on-Trent to Willington substation

**This section of the Emerging Preferred Corridor broadly runs from Aston-on-Trent in a westerly direction towards its connection point at Willington substation.**

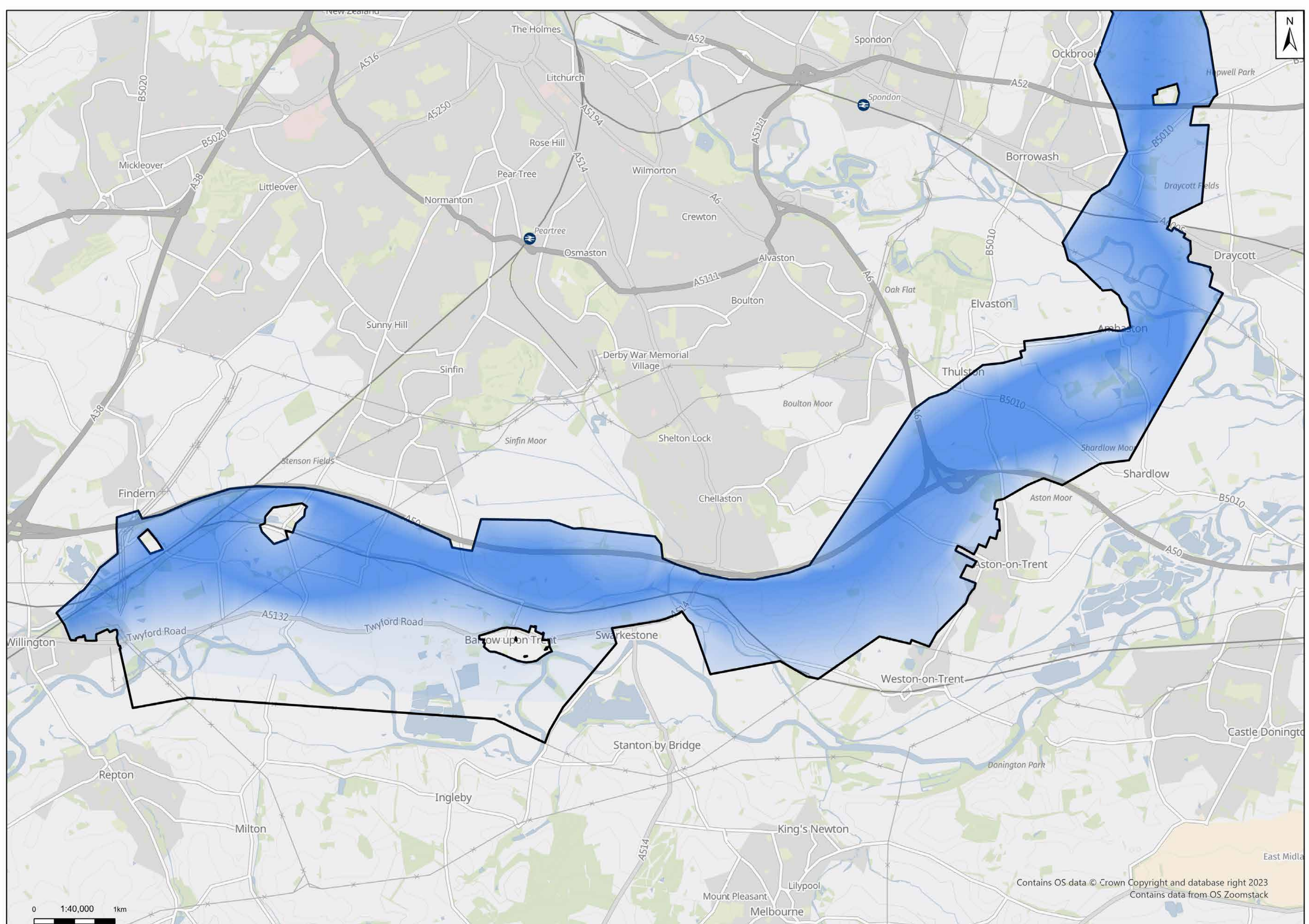
Travelling from Aston-on-Trent toward Swarkestone, a preference is indicated along the northern edge of the corridor which offers a more direct route between Chellaston and Swarkestone. This aims to avoid the Trent and Mersey Canal, associated Conservation Area, and the railway line.

As the corridor extends westward to Willington substation, the preference for the northern side of the corridor is maintained. Lighter areas of the swathe highlight features that could potentially be avoided, such as Stenson and scheduled monuments like the Swarkestone Lows round barrow cemetery, aggregated field system and a settlement site and enclosure adjacent to Frizams Lane/ Twyford Road.

Minimising crossings over the Trent and Mersey Canal, its associated Conservation Area and railway line is crucial. The swathe suggests a broad area where an appropriate

crossing may be identified. Preference for the north of the corridor aims to avoid features south of the A5132. This includes the River Trent and associated Flood Zones 2 and 3, the settlement of Barrow-upon-Trent and its associated Conservation Area, the Twyford Conservation Area and a scheduled monument (Twyford henge and Round Hill bowl barrow), which may require multiple crossings.

Around Barrow-upon-Trent, constraints such as historic landfill and a sand and gravel quarry affect potential paths. Numerous existing overhead lines near Willington substation also pose challenges. Entry from the south is hindered by two existing 400 kV overhead lines, which would require significant work. Entry from the north faces constraints from the former power station site, railway line and five 132 kV overhead lines. If existing lines aren't undergrounded, the new overhead line would likely need to enter the substation via underground cables to circumvent these constraints.



Section 6 of the Emerging Preferred Corridor



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