

The Great Grid Upgrade

Grimsby to Walpole

National Grid Electricity Transmission is consulting on updated proposals for reinforcing the transmission network between Grimsby and Walpole.

nationalgrid



Scan the QR code to be directed to our website. Here you can view all consultation materials, our Interactive map and the online Feedback form.

Grimsby to Walpole will connect the East Midlands to home-grown, more affordable sources of power, helping to deliver energy security for Britain and meet rising demand for electricity.

Our consultation

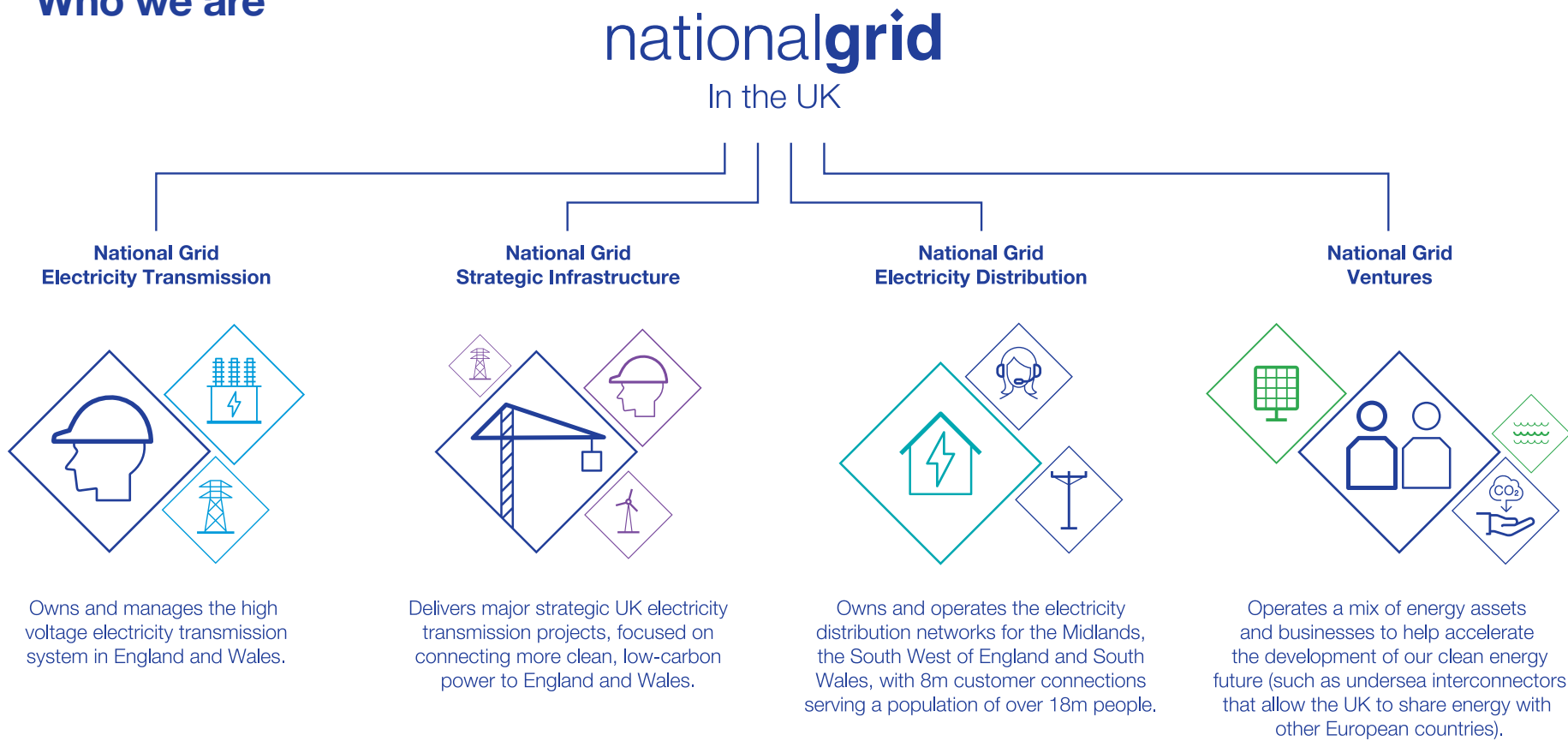
We'd like to hear your thoughts on our proposals as we finalise our plans and prepare to submit our application for development consent.

Our consultation will run until 11:59pm on **Wednesday 6 August 2025.**

Today's event is a chance to learn more about the proposals and speak to members of the team. There are other ways you can get involved, including:

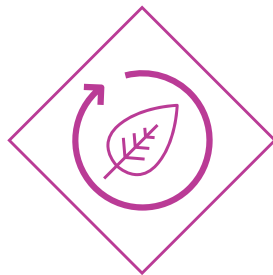
- visiting our website at nationalgrid.com/g-w
- attending a webinar** where you can learn more about our proposals. Details on how to sign up for a webinar are available on the website or by contacting us
- completing the Feedback form.** You can do this online through our website, in person at today's event, or by sending your Feedback form to us by email or letter by **Freepost G TO W** (no stamp required).

Who we are



What is The Great Grid Upgrade?

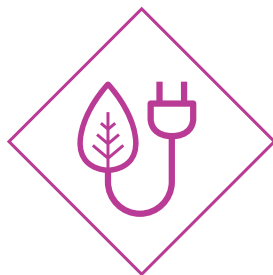
As we transition to clean, green energy, we need to build new infrastructure, as well as upgrading the existing grid, to bring this power from where it's generated to where it's needed in homes and businesses.



A grid that's fit for the future



Investment close to home

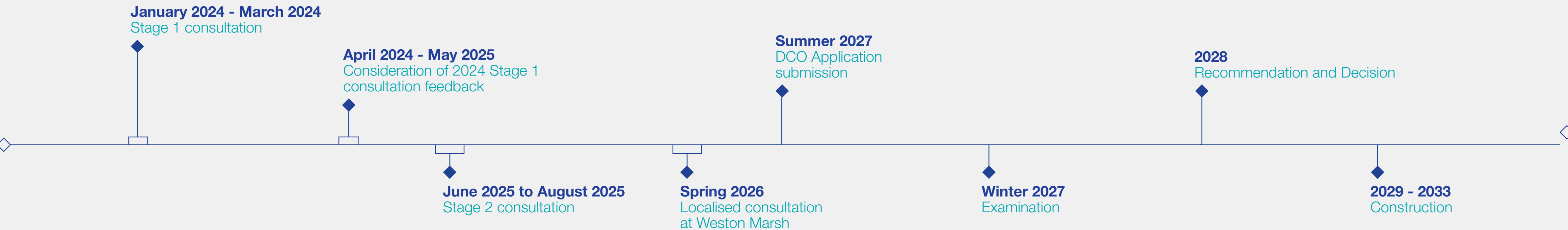


More clean energy for all



Energy security

Indicative Project timeline



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Our proposals in your area

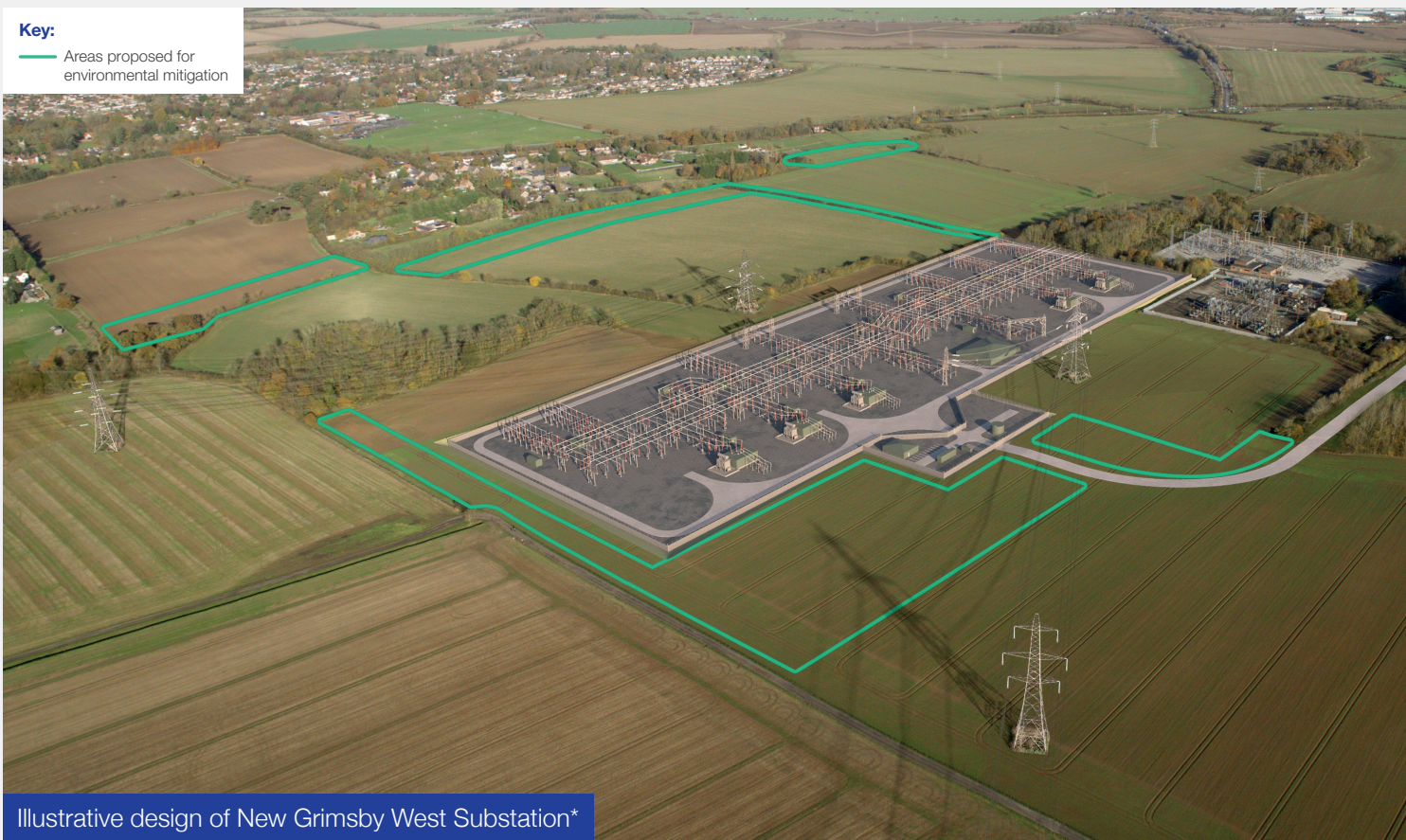
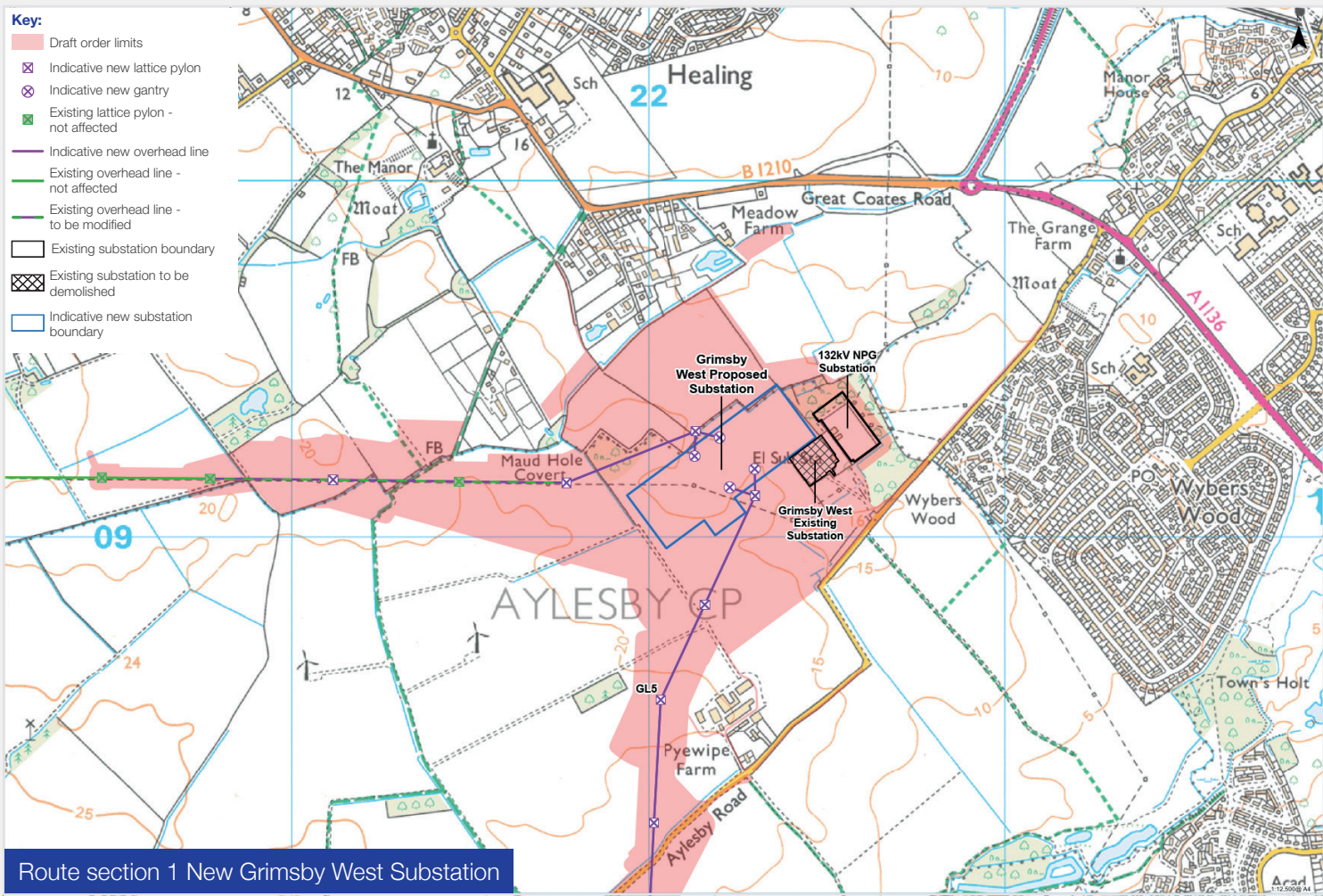
Route section 1 New Grimsby West Substation

New Grimsby West Substation would be located west of the existing substation, which would be mostly or entirely decommissioned.

The new substation would feature Air Insulated Switchgear (AIS), with most of the equipment outdoors within a securely fenced area. There would also be connections and modifications to the existing 400 kV overhead lines, and a connection to the new 400 kV Grimsby to Walpole line.

Proposed substation technology

There are primarily two different types of substations, Air Insulated Switchgear (AIS) and Gas Insulated Switchgear (GIS). AIS uses air to insulate the electrical components. AIS is the default for substations because it allows for much easier installation, procurement of equipment, and operation and maintenance. Gas Insulated Switchgear (GIS) uses gas to insulate the electrical components. Substations included as part of our proposals for Grimsby to Walpole are proposed to be AIS.

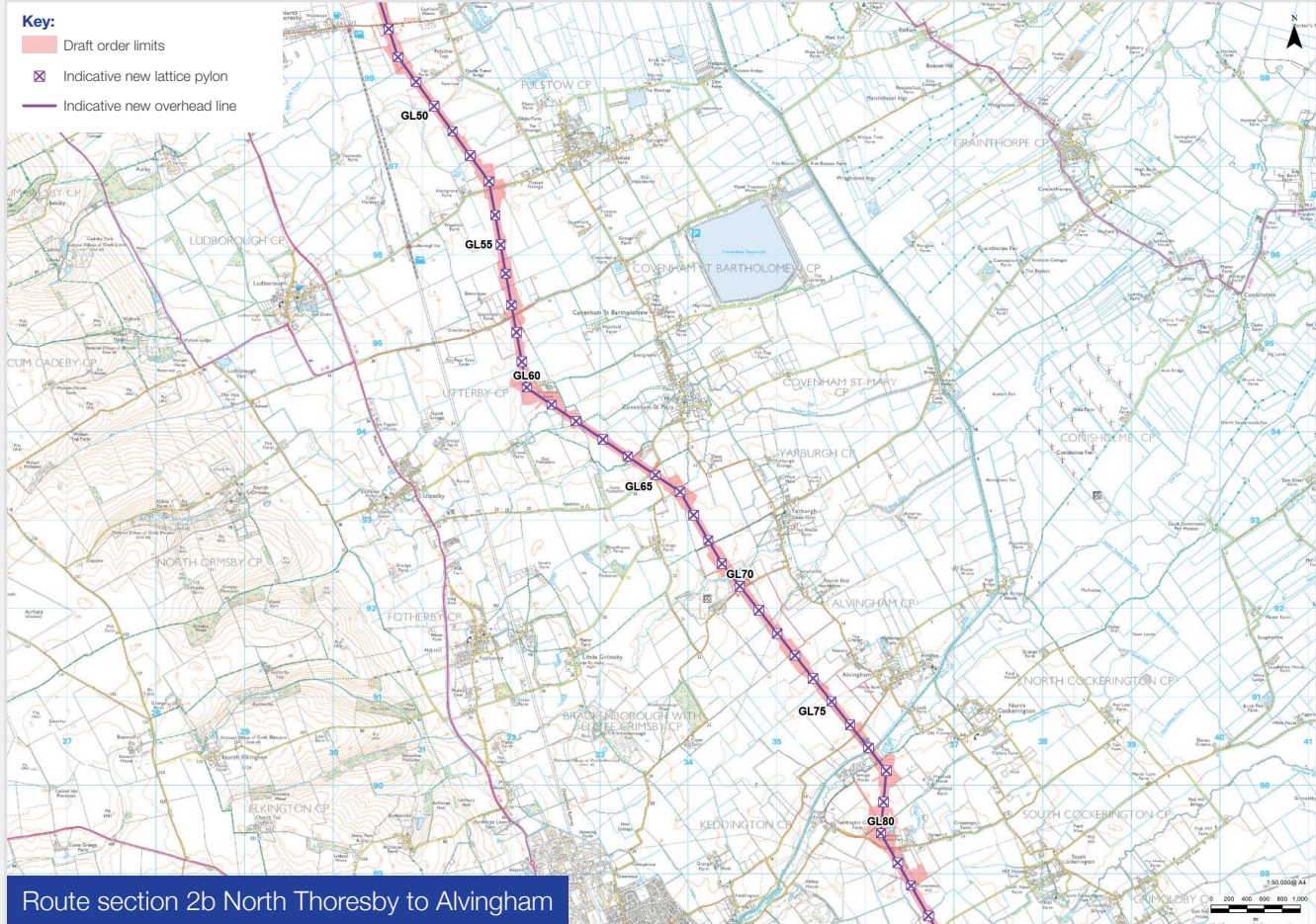
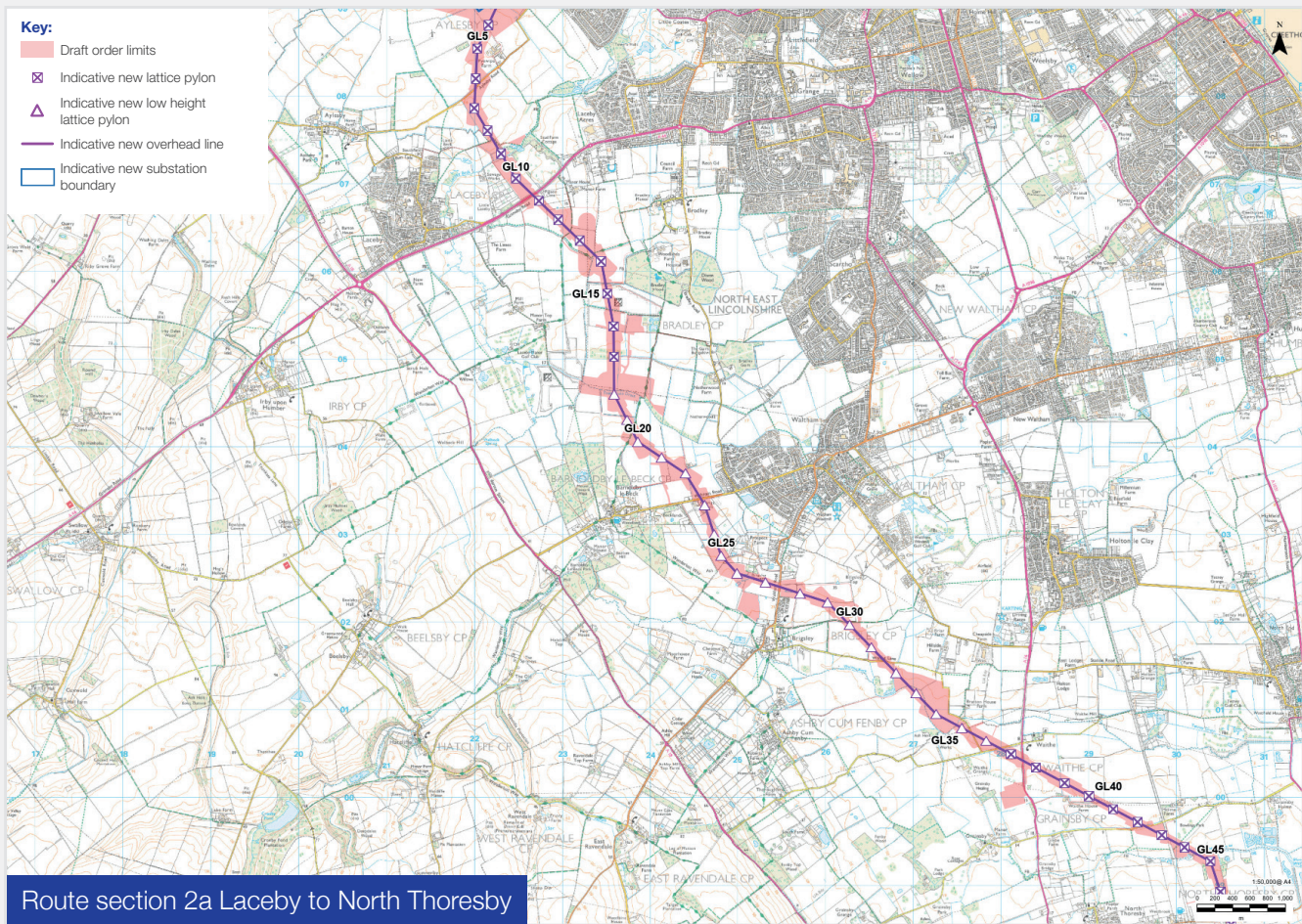


Route sections 2a and 2b New Grimsby West Substation to Alvingham

The overhead line would cross the A46 between Laceby and Laceby Acres, routing southeast as low-height pylons between Barnoldby le Beck and Waithe.

The proposed alignment would continue between Waithe and Grainsby, crossing the B1201 east of North Thoresby.

It would then head south from B1201 to the west of Covenham St Mary, and towards Alvingham.



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* For more information on the production of the imagery, please refer to the Stage 2 consultation document. For the detailed drawings of the design being consulted on please see the Route section plans.

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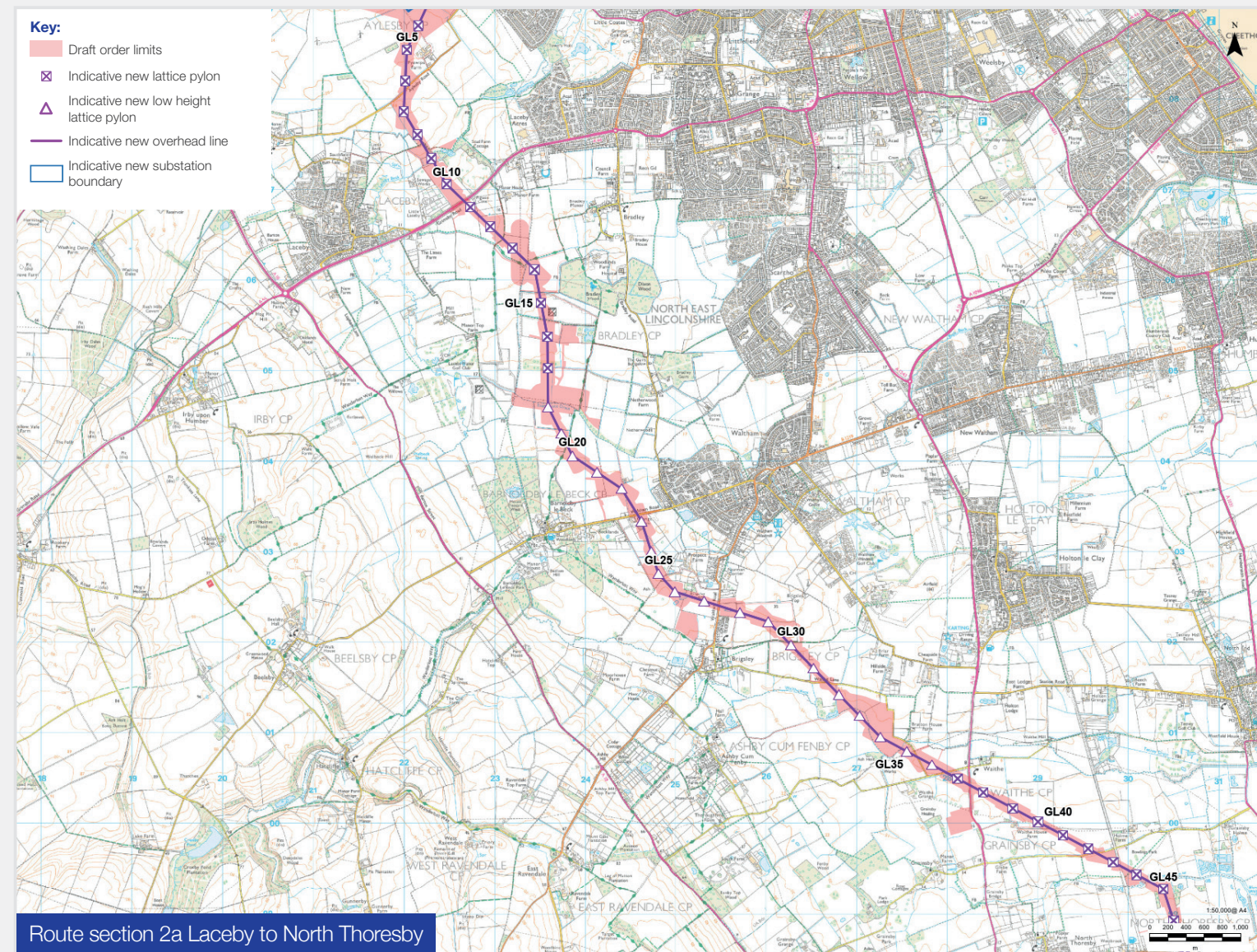
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Our proposals in your area

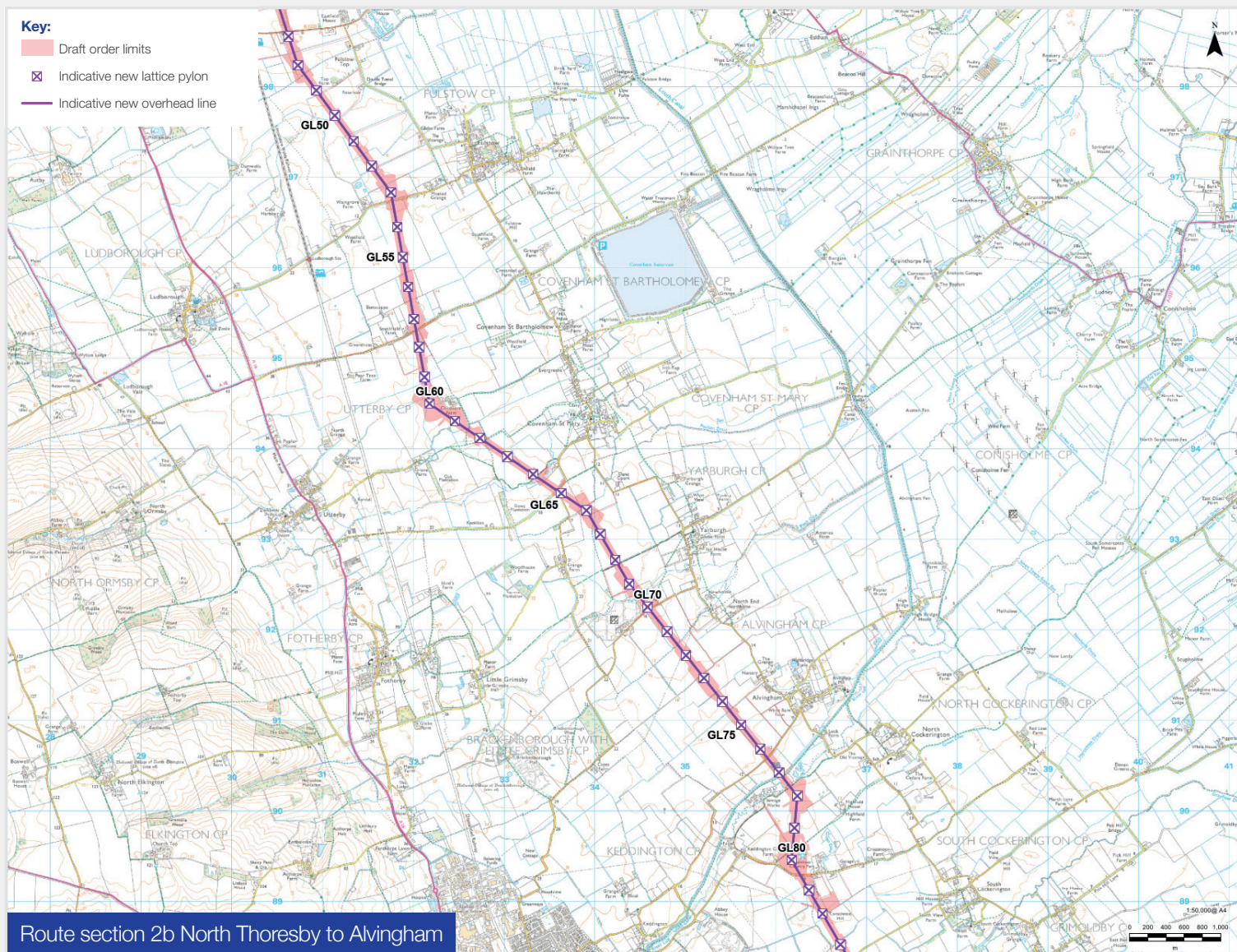
Route section 2 New Grimsby West Substation to Lincolnshire Connection Substation-A

The overhead line would cross the A46 between Laceby and Laceby Acres, routing southeast as low-height pylons between Barnoldby le Beck and Waithe.



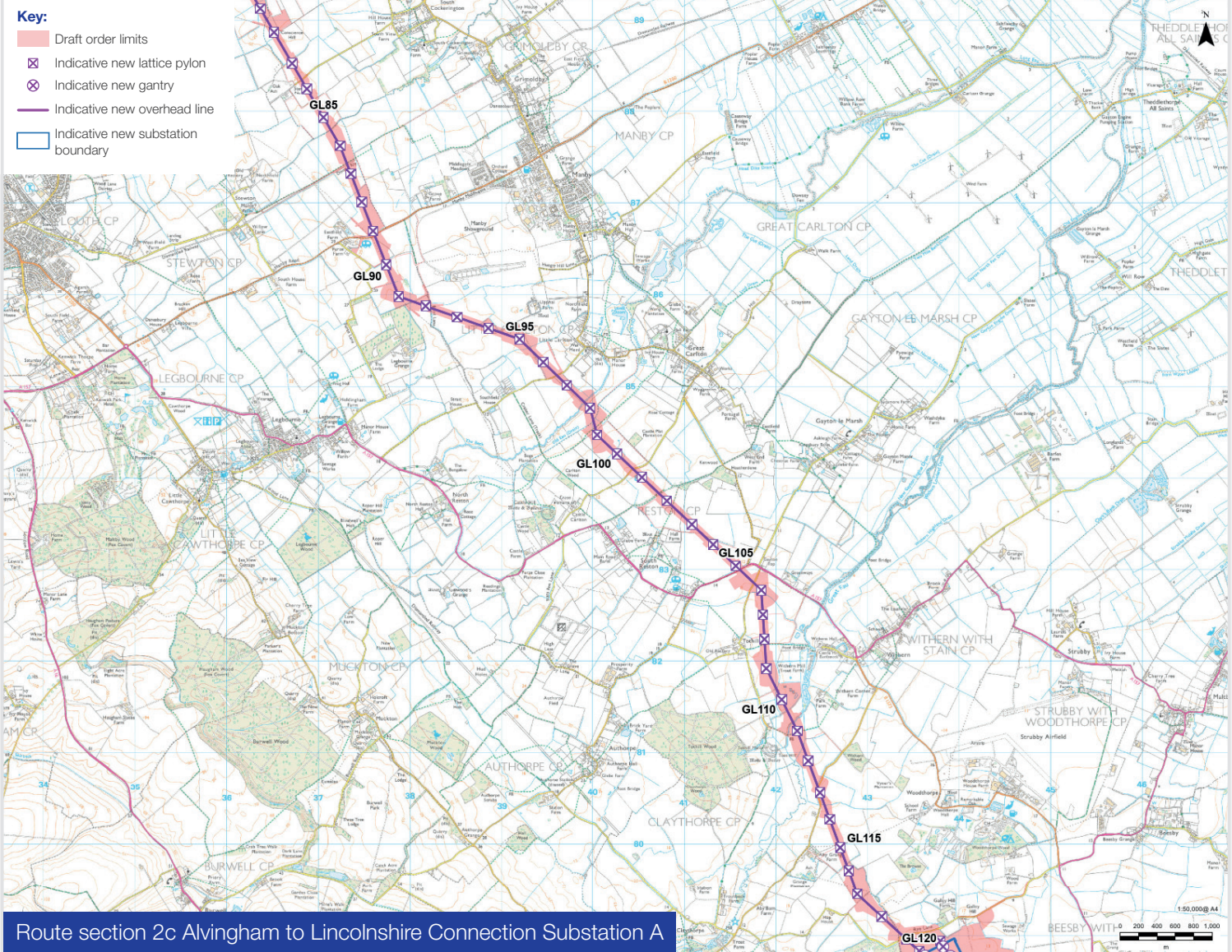
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The proposed alignment would continue between Waithe and Grainsby, crossing the B1201 east of North Thoresby. It would then head south from B1201 to the west of Covenham St Mary, and towards Alvingham.



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From Alvingham, the route would cross Louth Canal, pass between Tothill and Withern, and connect into Lincolnshire Connection Substation A, east of Greenfield Wood and Mother Wood.



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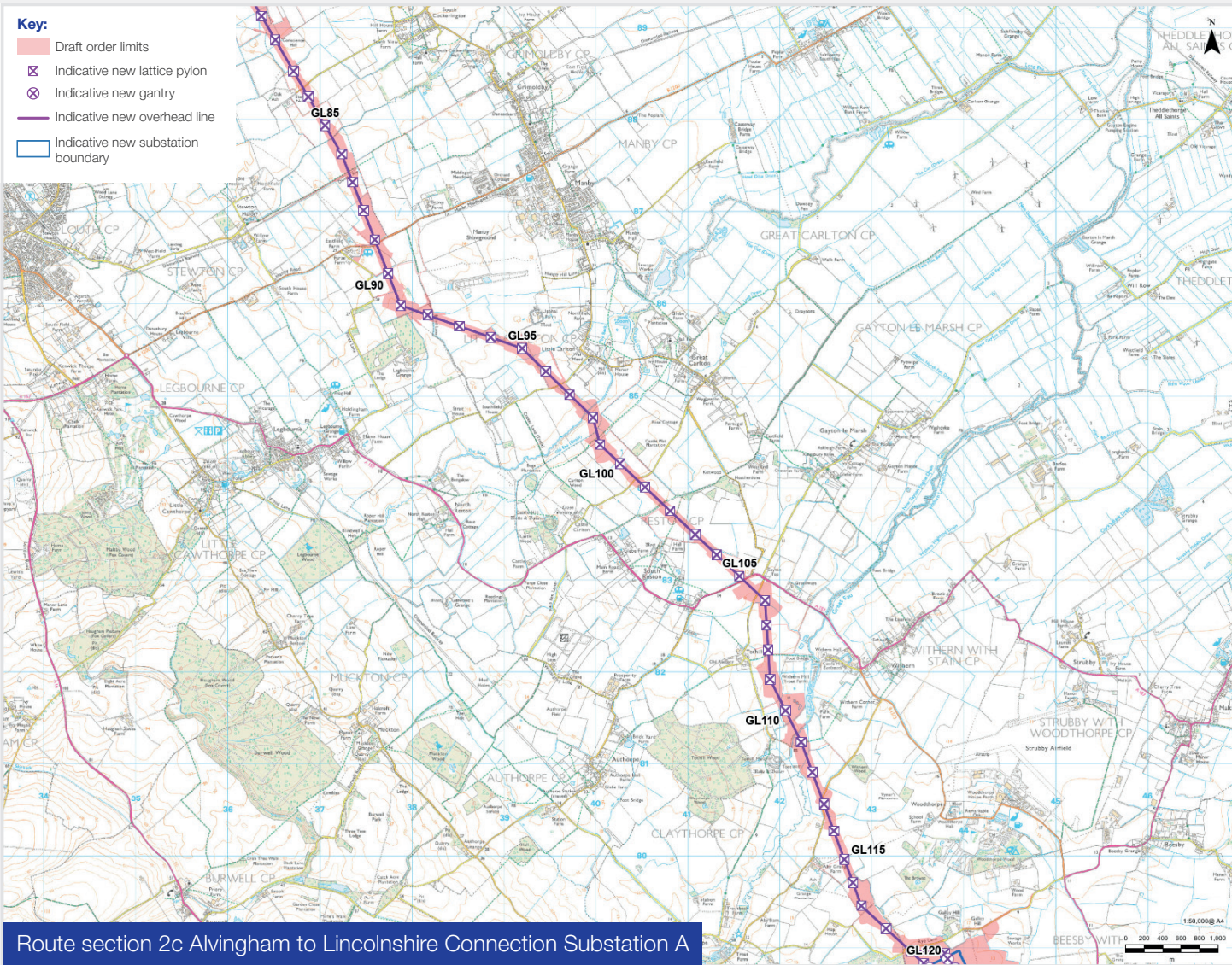
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Route section 2c Alvingham to Lincolnshire Connection Substation A

From Alvingham, the route would cross Louth Canal, pass between Tothill and Witheren, and connect into Lincolnshire Connection Substation A, east of Greenfield Wood and Mother Wood.

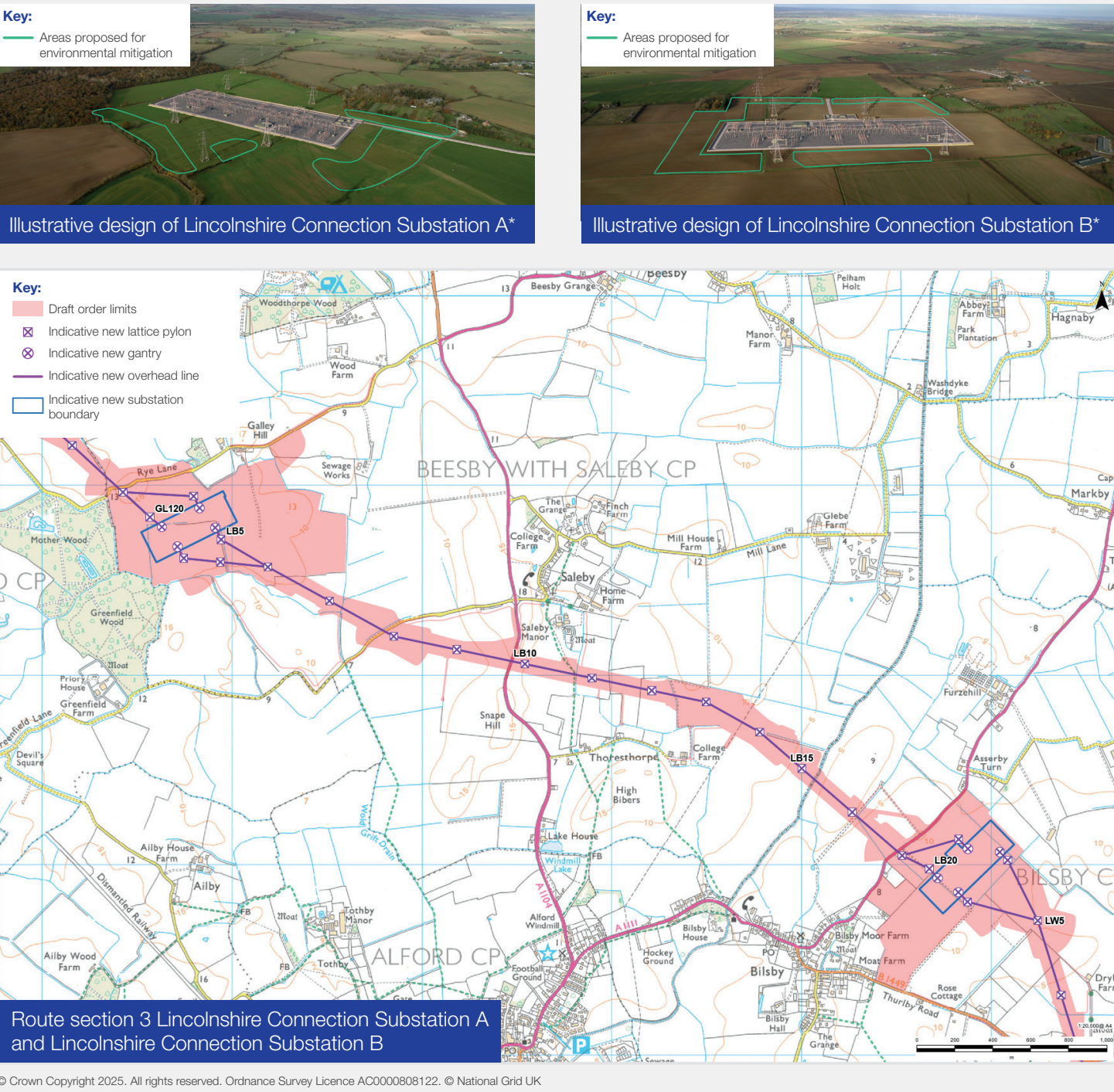


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Route section 3 Lincolnshire Connection Substation A and Lincolnshire Connection Substation B

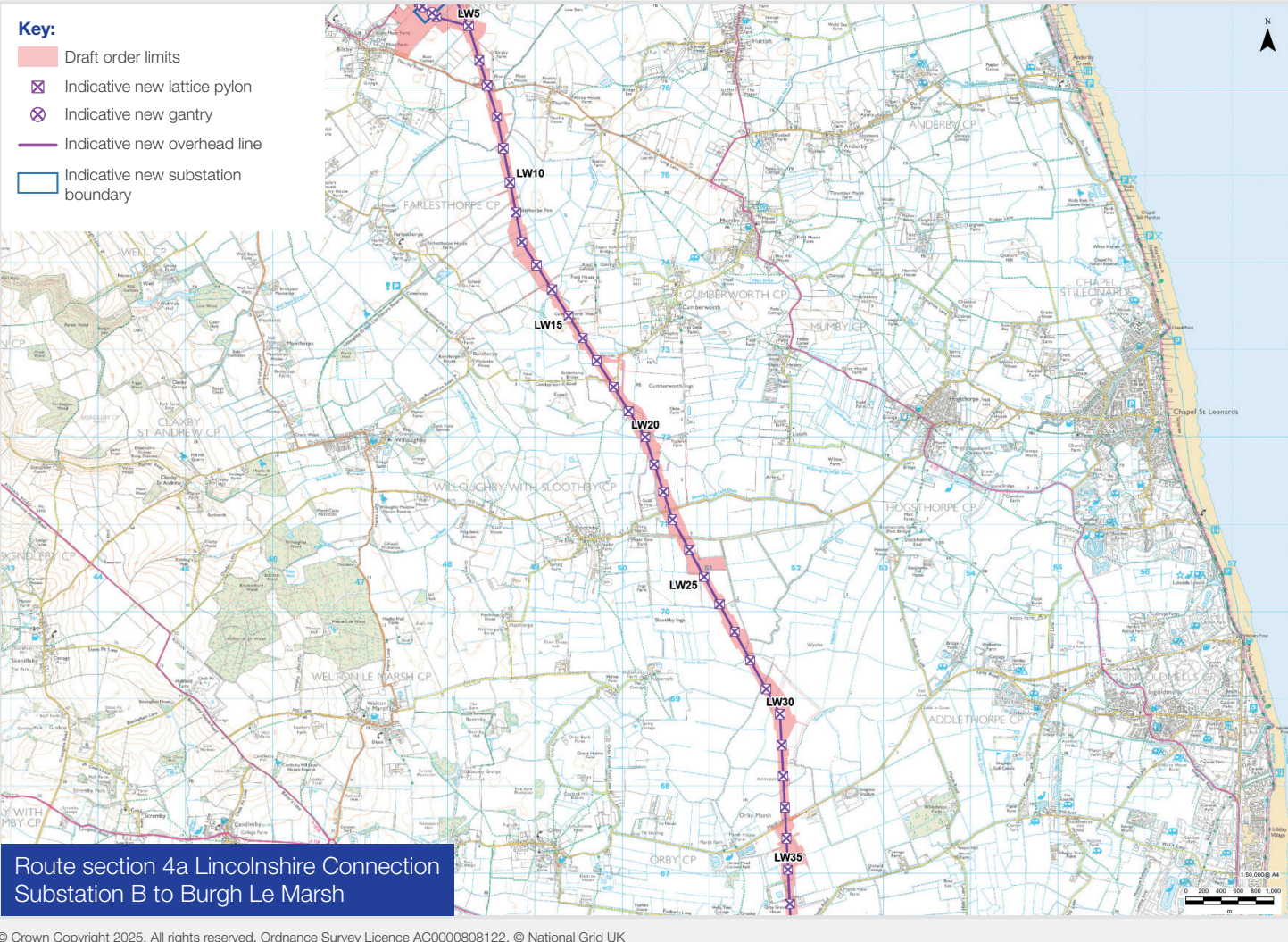
Two new 400kV substations, Lincolnshire Connection Substations A and B, are proposed in the area, one to the east of Greenfield Wood and Mother Wood, and the other north east of Brigsley.

Both would use Air Insulated Switchgear (AIS), meaning most of the equipment will be outdoors within a securely fenced area.



Route section 4a Lincolnshire Connection Substation B to Burgh le Marsh

The overhead line would route south from Lincolnshire Connection Substation B, passing west of Cumberworth and east of Sloothby. It would then continue south towards the A158 Skegness Road before passing west of Burgh le Marsh.



Proposed substation technology

There are primarily two different types of substations, Air Insulated Switchgear (AIS) and Gas Insulated Switchgear (GIS). AIS uses air to insulate the electrical components. AIS is the default for substations because it allows for much easier installation, procurement of equipment, and operation and maintenance. Gas Insulated Switchgear (GIS) uses gas to insulate the electrical components. Substations included as part of our proposals for Grimsby to Walpole are proposed to be AIS.

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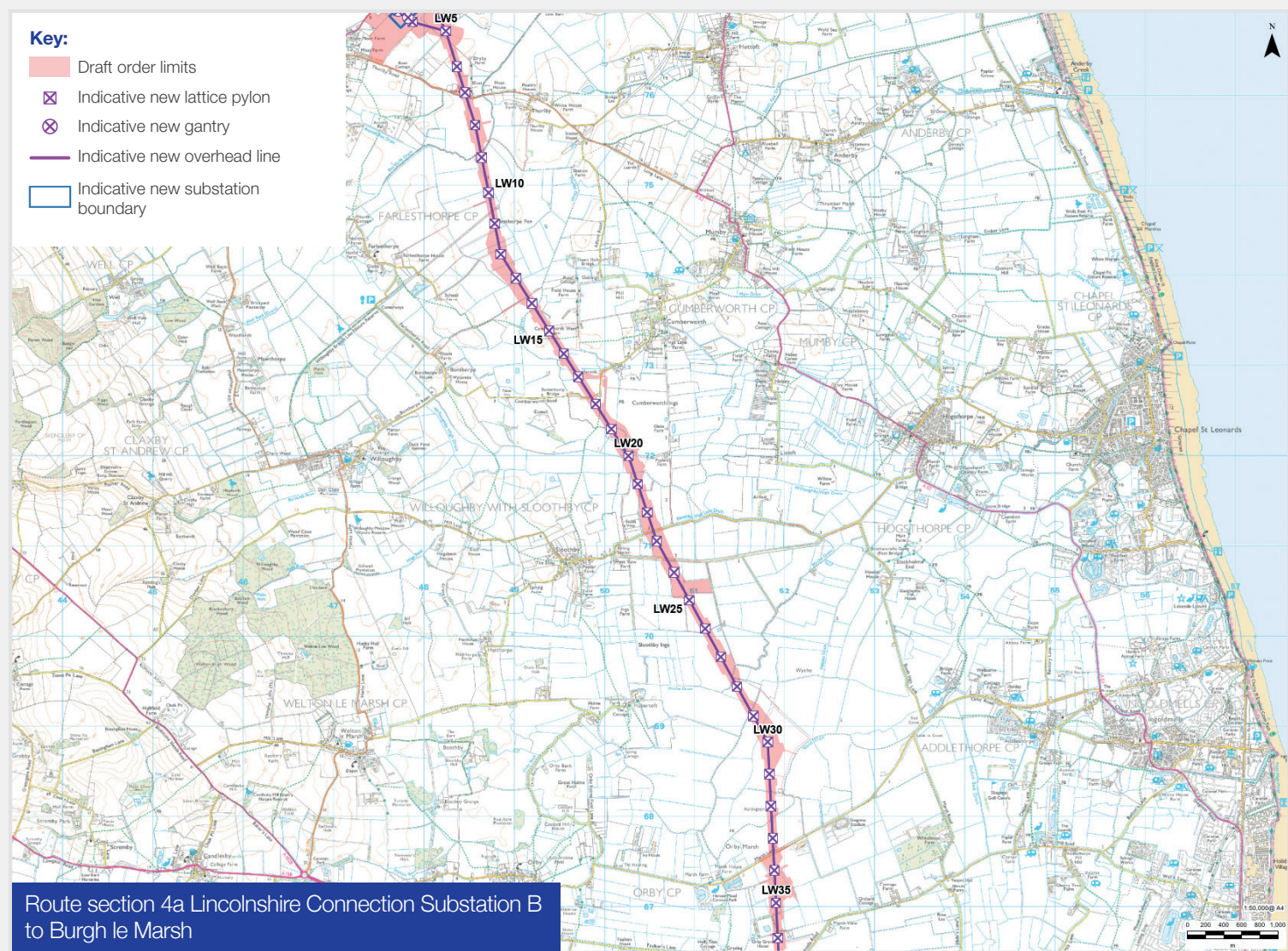
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Our proposals in your area

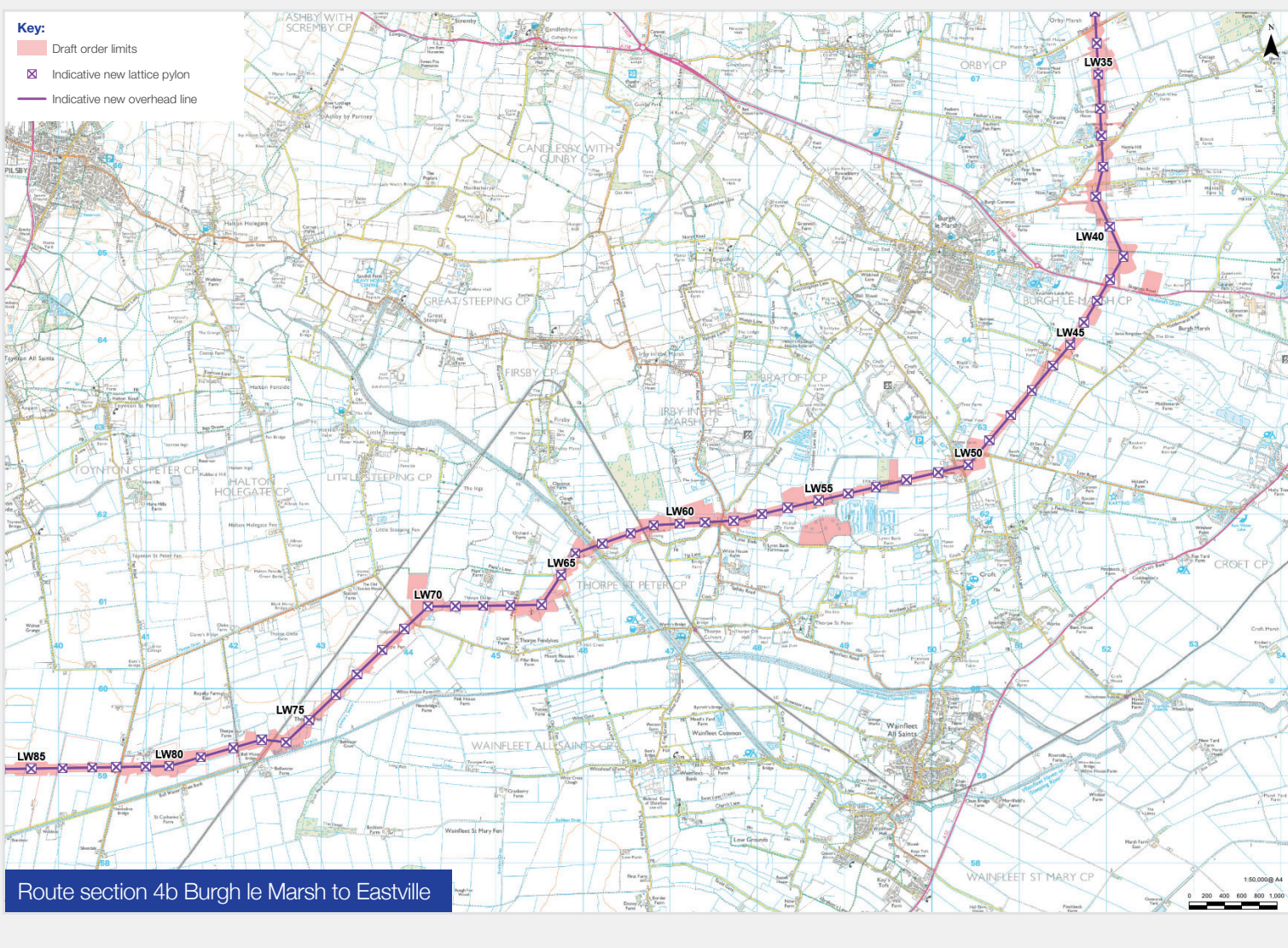
Route sections 4a, 4b and 4c Lincolnshire Connection Substation B to Gipsey Bridge

The overhead line would route south from Lincolnshire Connection Substation B, passing west of Cumberworth and east of Sloothby. It would then continue south towards the A158 Skegness Road before passing west of Burgh le Marsh.

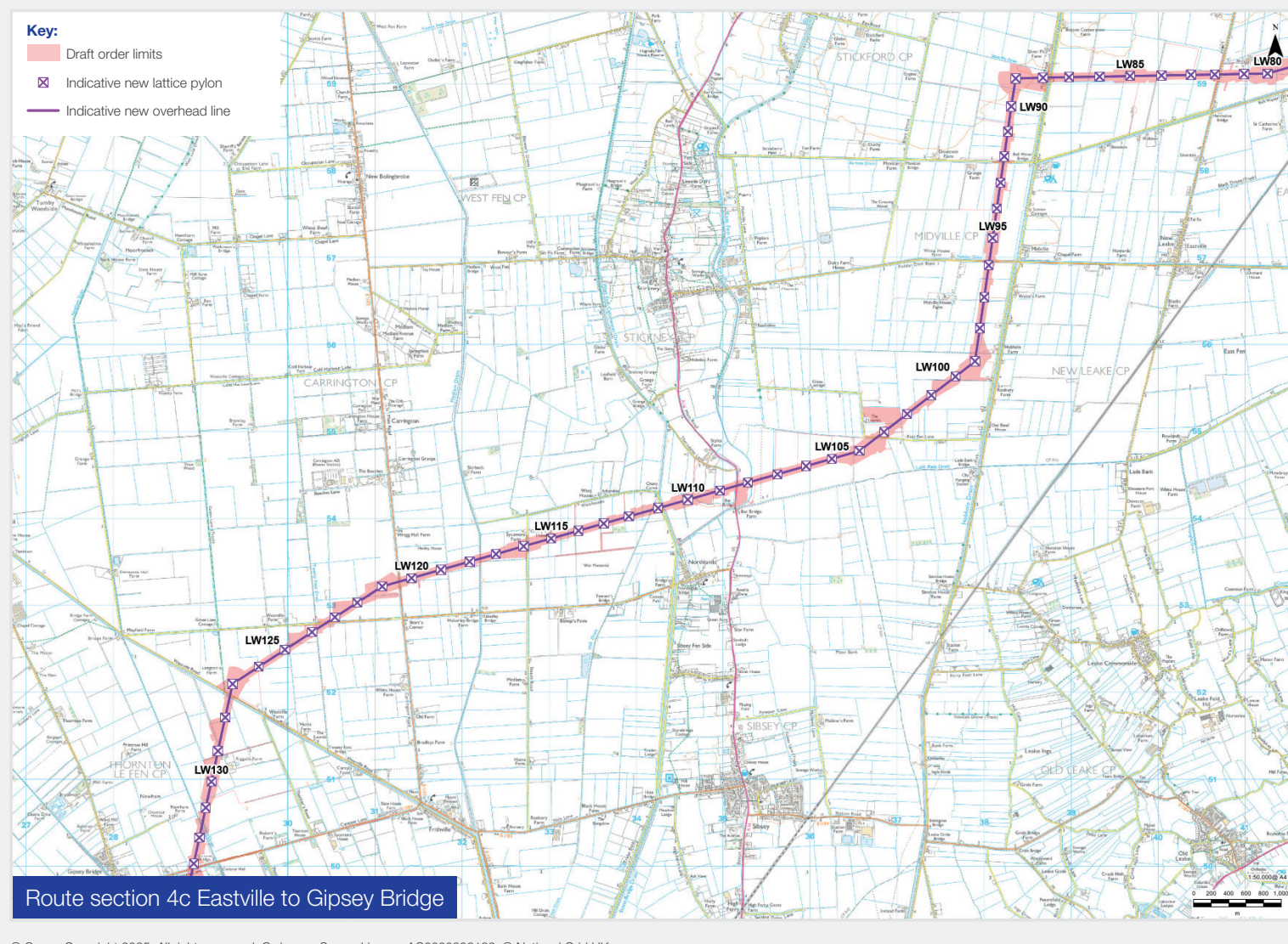
The line would then cross the Poacher railway line and Steeping River, running parallel to the railway line before crossing it again northeast of New Leake. Just north of Midville, it would route south, passing west of Midville and continue southwest between Gipsey Bridge and Frithville.



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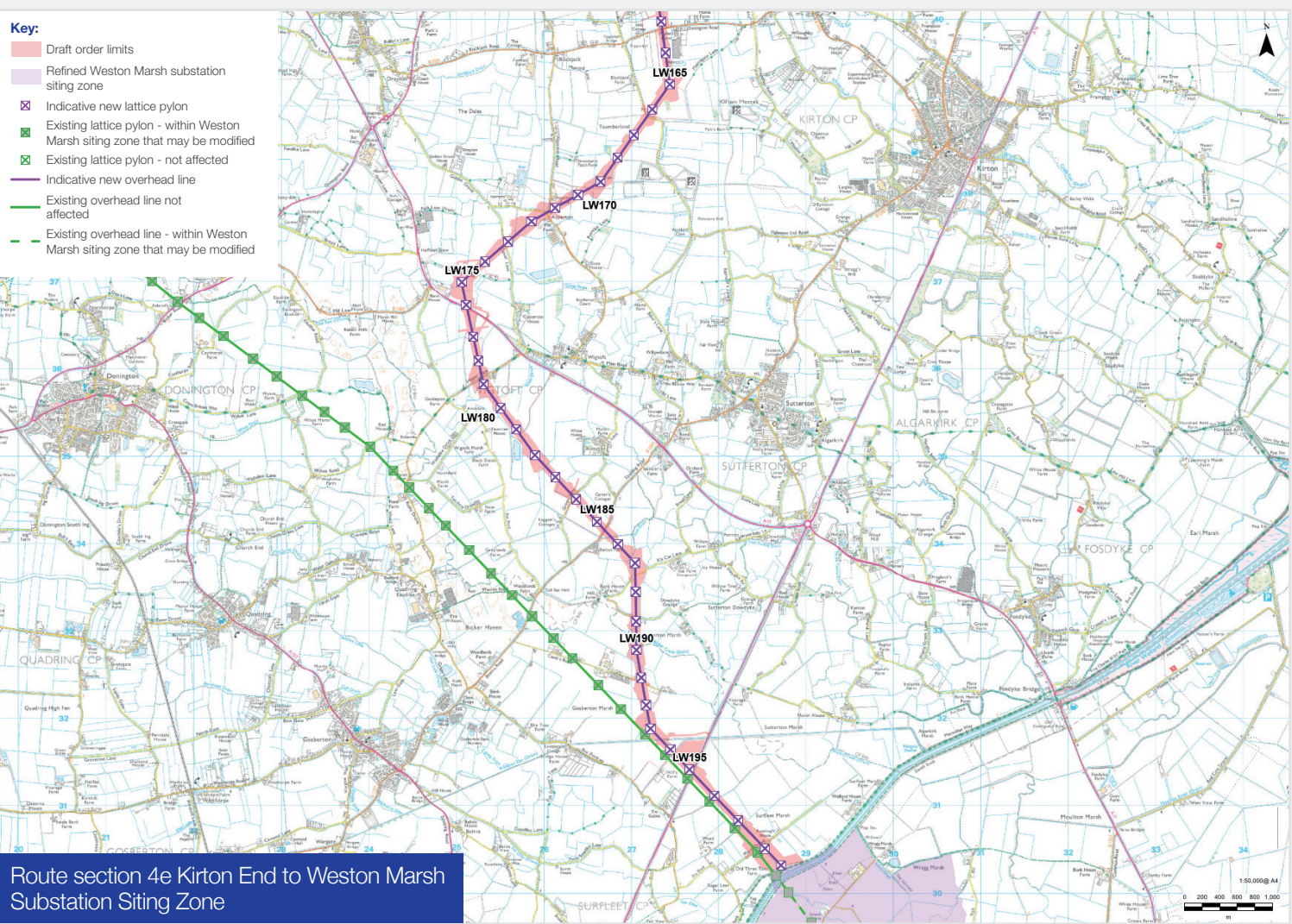
Route sections 4d and 4e Gipsey Bridge to Refined Weston Marsh Substation Siting Zone

The proposed overhead line would route southwest between Gipsey Bridge and Frithville, before continuing south to cross River Witham and over the A121, Poacher railway line and the South Forty Foot Drain at Hubbert's Bridge.

The route would then head south to the B1391 west of Kirton End, before going southwest, passing to the west of Wigtoft. It would then head southeast, passing to the west of Sutterton Dowdyke, before continuing southeast towards the Refined Weston Marsh Substation Siting Zone.



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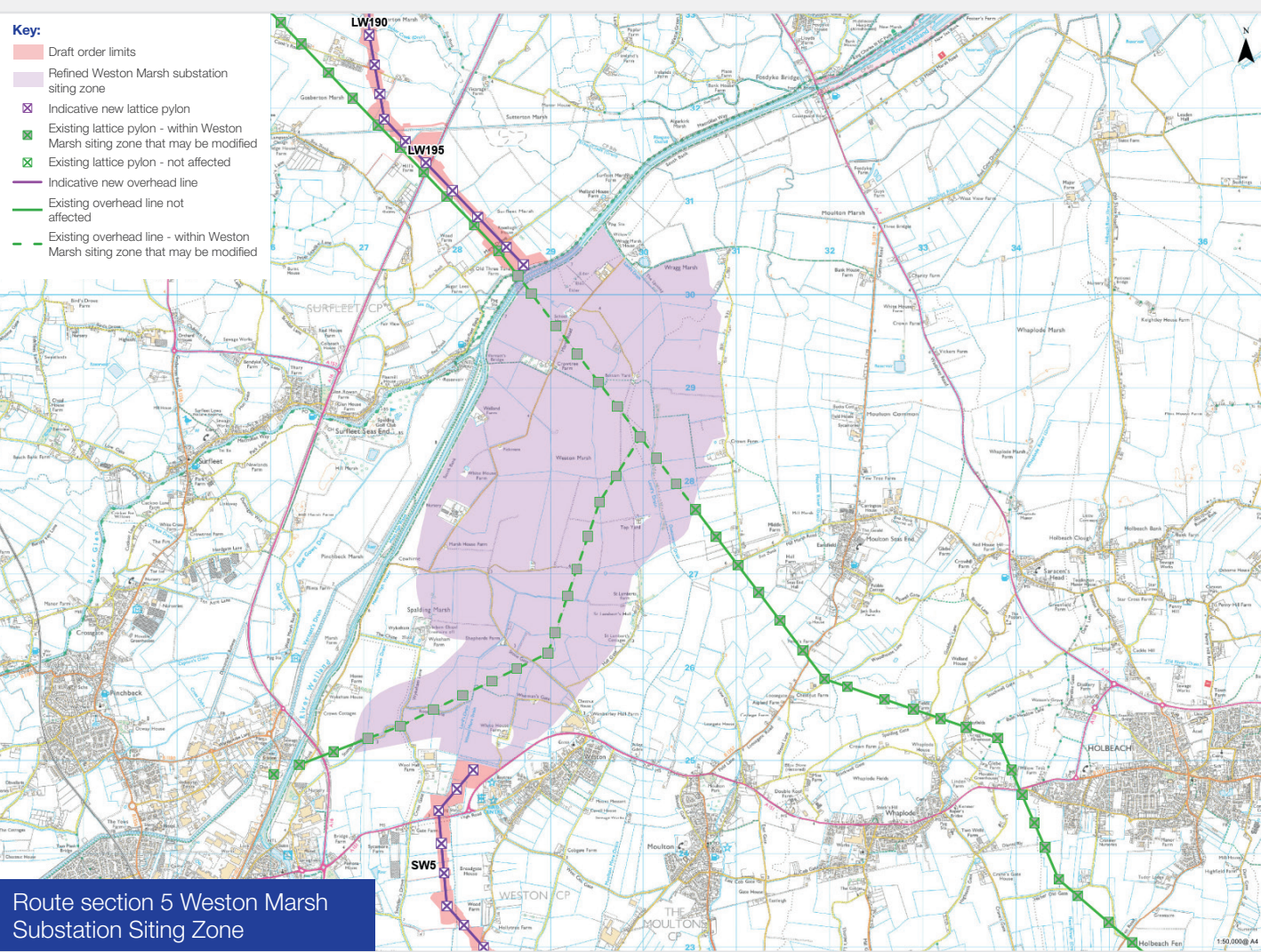


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Route section 5 Refined Weston Marsh Substation Siting Zone

Up to two new 400 kV substations could be needed in the vicinity of Spalding Tee-Point to connect new electricity generation into the network.

The proposals for Weston Marsh are still at an early stage and we will consult on the details of these substations in a further consultation.



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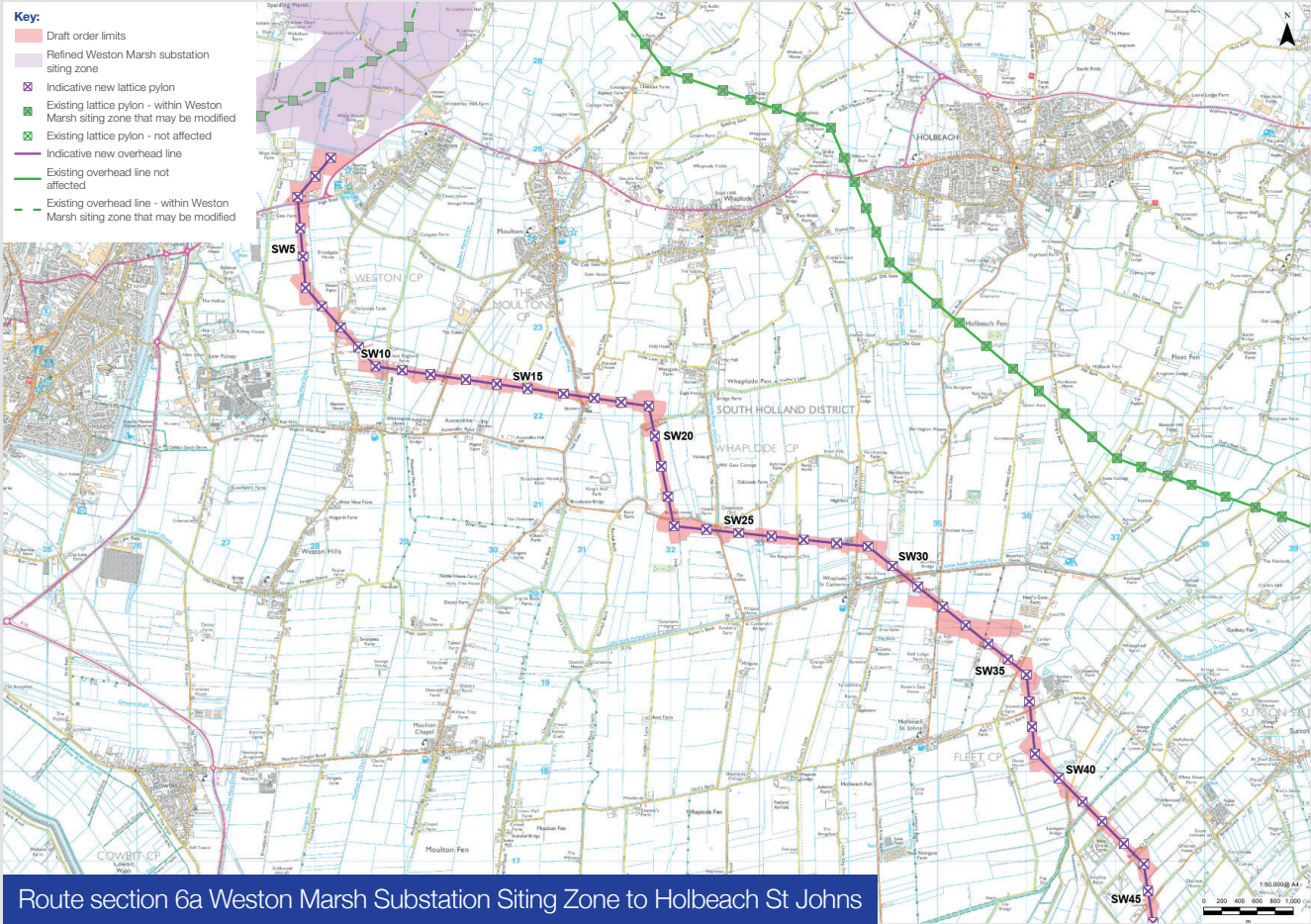
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Our proposals in your area

Route section 6 Refined Weston Marsh Substation Siting Zone to Walpole B Substation

The proposed overhead line would head south from Weston, before heading east, passing north of Weston Hills and Austendike. From Whaplode Fen, the proposed alignment would route southeast, passing northeast of Holbeach St Jones, before continuing south of Tydd St Giles to cross the River Nene.

After crossing the river, the overhead line would continue east to connect into the new Walpole B Substation.



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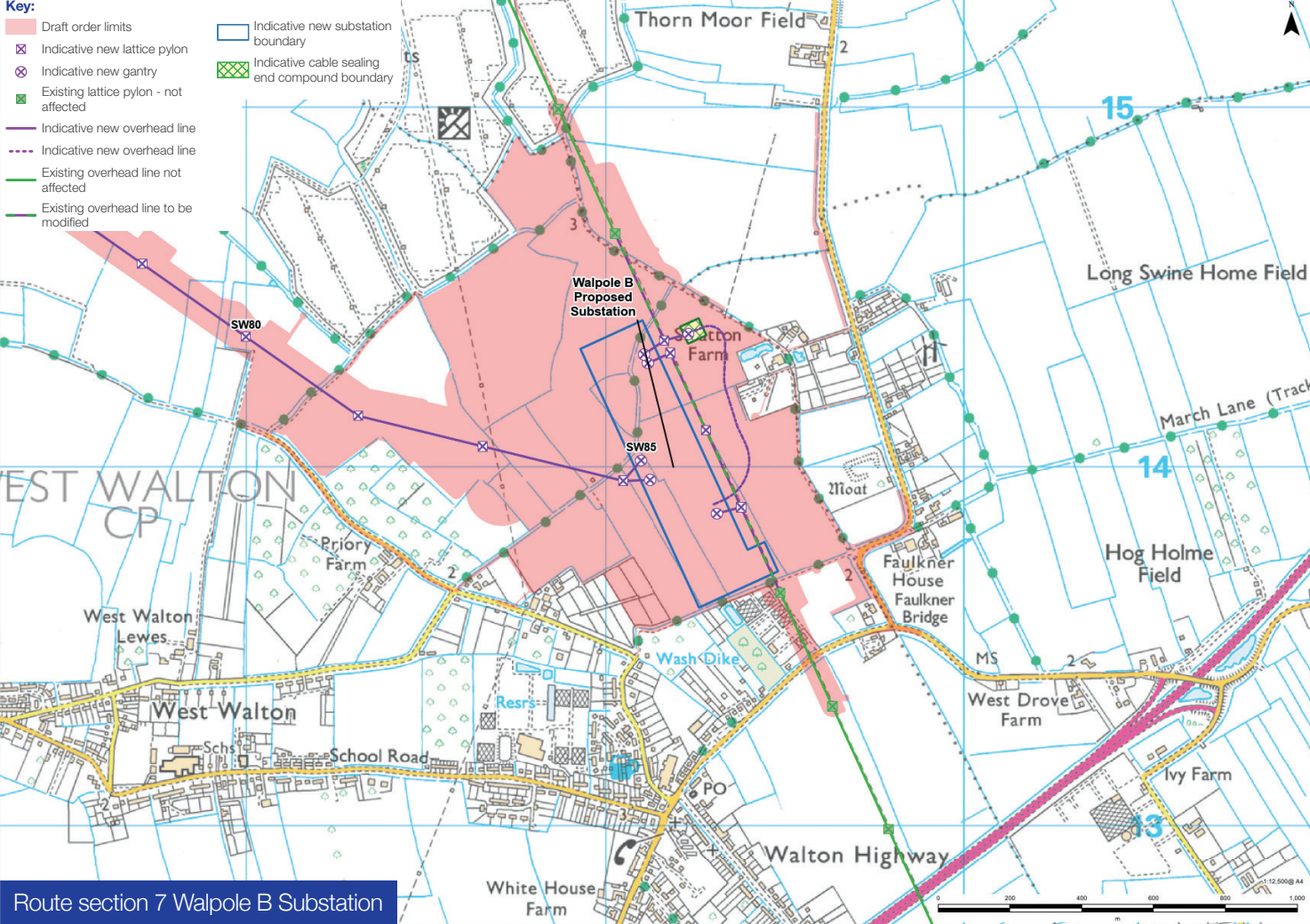
Route section 7 Walpole B Substation

A new substation is proposed north of Walton Highway, adjacent to the existing 400 kV overhead line. We are proposing an Air Insulated Switchgear (AIS), with most of the equipment outdoors within a securely fenced area.

The substation would require reconfiguration of existing overhead lines and installation of a short underground cable to enable connections and allow circuits to cross each other as they enter the new substation.

Proposed substation technology

There are primarily two different types of substations, Air Insulated Switchgear (AIS) and Gas Insulated Switchgear (GIS). AIS uses air to insulate the electrical components. AIS is the default for substations because it allows for much easier installation, procurement of equipment, and operation and maintenance. Gas Insulated Switchgear (GIS) uses gas to insulate the electrical components. Substations included as part of our proposals for Grimsby to Walpole are proposed to be AIS.



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