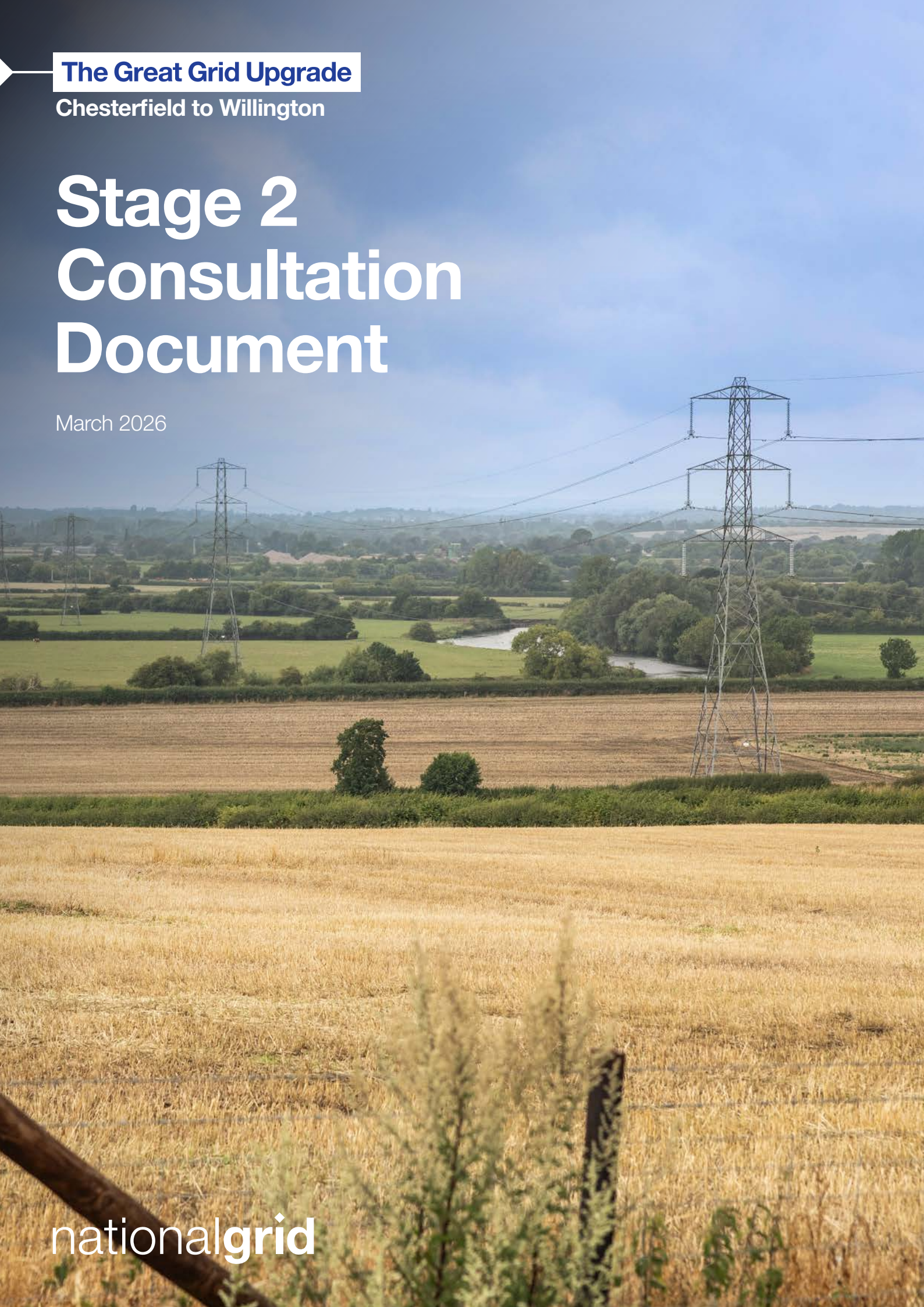
The Great Grid Upgrade

Chesterfield to Willington

Stage 2 Consultation Document

March 2026



nationalgrid

About National Grid and The Great Grid Upgrade

National Grid delivers electricity safely, reliably and efficiently to the customers and communities we serve – all while working towards building a secure, cleaner and more affordable energy system for the future.

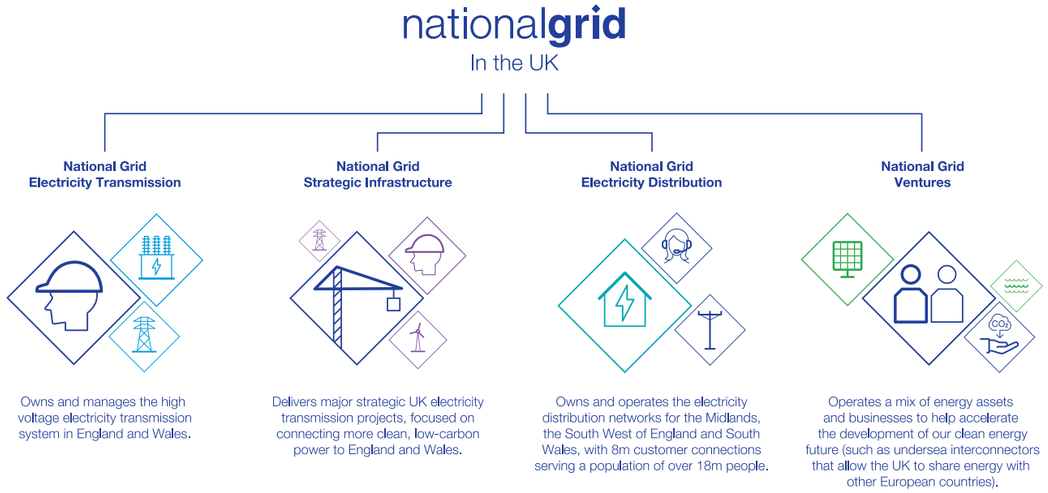


Figure 1 – National Grid group of business areas

The parts of National Grid involved in ensuring we all have the essential electricity supplies we need are shown in the diagram above - each with its own role and responsibilities across England and Wales.

National Grid Electricity Transmission (NGET) sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day. Every time a phone is plugged in, or a switch is turned on, we've played a part, connecting you to the electricity you need.[1]

Our Strategic Infrastructure delivery unit, which is part of NGET, is developing the proposals set out in this document. It must, under the Electricity Act 1989, do so in an efficient, coordinated and economical way which also considers people, places and the environment. We have published ten commitments to how we go about doing this in our stakeholder, community and amenity policy.[2]

[1] National Grid Strategic Infrastructure: www.nationalgrid.com/strategic-infrastructure
[2] National Grid's commitments when undertaking works in the UK: Our stakeholder, community and amenity policy (National Grid, December 2019) www.nationalgrid.com/electricity-transmission/document/81026/download

National Grid's role

We don't generate electricity ourselves. We own and maintain the high voltage network in England and Wales. We transport large amounts of electricity at high voltage from where it is generated to where it is needed. The local network operators then deliver it at lower voltages to individual homes and businesses.

When developing proposals for new infrastructure we do so in an efficient, coordinated and economical way which also considers people, places and the environment.

The Great Grid Upgrade

The way we generate electricity has changed and is continuing to change. The demand for electricity is set to double by 2050 as the way we power our homes, businesses, industry and transport changes. We need to upgrade the grid now to ensure we can meet this increase in demand.

The existing transmission system – the infrastructure including pylons, overhead lines and underground cables which transports electricity around the country – was largely built in the 1960s. It was not designed to transport electricity from where it is increasingly being generated today – offshore and from solar.

New power lines are needed to meet the Government target of connecting 50 GW of offshore wind, enough to power every home in the country with more secure, cleaner, home grown energy from more affordable sources.

The Great Grid Upgrade is the largest upgrade of the electricity network in England and Wales for generations.

The Great Grid Upgrade will:

- Help make the UK's energy more self-sufficient.
- Support over 55,000 more UK jobs by the end of the decade and be contributing £14.5bn a year to the UK economy.[4]

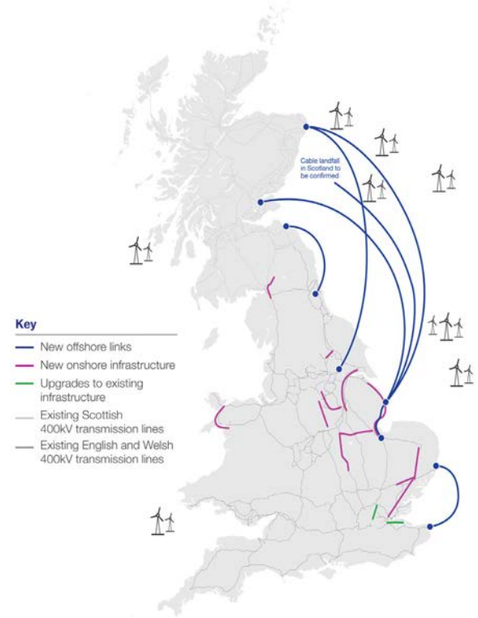


Figure 2 – Existing high voltage electricity transmission network and projects proposed as part of The Great Grid Upgrade

To find out more about how we develop our proposals, please see our video[3] explaining how we work.

Scan this QR code for more information on The Great Grid Upgrade, or visit our website at **nationalgrid.com/the-great-grid-upgrade**

[3] National Grid Electricity Transmission, 'How we work' video: https://players.brightcove.net/867903724001/default_default/index.html?videoId=6329276694112
[4] National Grid The Great Grid Upgrade www.nationalgrid.com/the-great-grid-upgrade

Contents

Foreword

Thank you for your interest in our proposals for upgrading the electricity grid in your local area. These proposals are key to delivering The Great Grid Upgrade.

Our proposals for Chesterfield to Willington ("the Project") include constructing a new 400,000 volt (400 kV) overhead line and now also include a new substation in the Chesterfield area.

The way we generate electricity has changed and is continuing to change. This Project would connect our homes, businesses and public services to sources of home-grown renewable energy which can lower our electricity bills and make our country more energy secure.

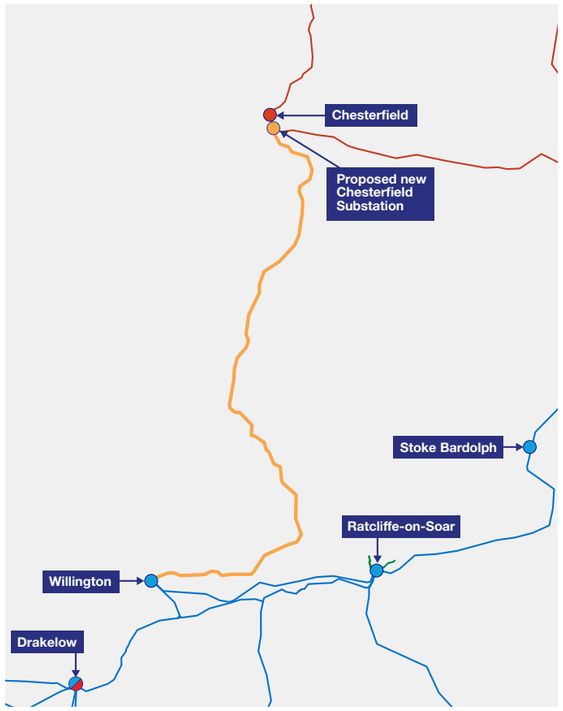
Stage 1 consultation was held between May and September 2024 and we would like to thank everyone who sent us feedback on our initial proposals. Since then, we have carried out further environmental and technical assessments with those responses in mind. As a result, in this document we explain where we have been able to make changes to the Project. Where changes have not been possible, we explain why. For this Stage 2 consultation, we once again encourage you to share your views to help us finalise our plans.

All documents published as part of this consultation, including this Stage 2 Consultation Document, can be found at **nationalgrid.com/chesterfieldtowillington** and are available on request by contacting the Project team at **chesterfield-willington@nationalgrid.com** or **0800 073 1047**.

This Stage 2 consultation will run **for eight weeks, from 12pm Tuesday 3 March 2026 to 11:59pm Tuesday 28 April 2026** and we encourage you to share your views on our updated proposals.

Leanne Evans
Project Director
Chesterfield to Willington

Figure 3 – Indicative location of Project proposals



Key

- Existing 400 kV transmission line
- Existing 275 kV transmission line
- Existing buried cable
- Proposed Route Alignment
- Existing 400 kV substation(s)
- Existing 275 kV substation(s)
- Proposed 400 kV substation

Indicative map for reference only

Scan this QR code to visit our website

Consulting on our proposals

Chesterfield to Willington is a project of national significance. This type of project requires a special type of planning consent known as a Development Consent Order (DCO).

Hearing your views is important to us. Your feedback – along with the outcome of technical assessments and environmental surveys – helps us to develop our proposals before we submit our DCO application to the Planning Inspectorate.

This is our second public consultation on our proposals for Chesterfield to Willington. You can read more about our previous round of public consultation on the following page.

The Planning Inspectorate will examine our proposals and make a recommendation on the application to the Secretary of State, who will make the final decision on whether to grant consent.

Everyone has the opportunity to comment during examination – from statutory stakeholders including local authorities, to local communities and other interested parties. After examination, the Planning Inspectorate will then make a recommendation to the Secretary of State for Energy Security and Net Zero, who will decide whether to grant consent.

Our approach to consulting with communities

All infrastructure projects have impacts and benefits locally and nationally. We will work with local residents, their representatives and statutory stakeholders through all stages of the planning and construction process. Our aim is to minimise the impacts and maximise the benefits for local communities.

As part of The Great Grid Upgrade, Chesterfield to Willington would contribute to its aims: delivering social and economic benefits as well as providing a vital environmental service to Britain by decarbonising the electricity network.

Scan this QR code to view a short film about the Development Consent Order process or visit The Planning Inspectorate's website[5] for more detail.

[5] The process for Nationally Significant Infrastructure Projects (NSIPs): https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide

Public consultation stages

Between 14 May and 17 September 2024, we held Stage 1 consultation on our proposals for Chesterfield to Willington. This allowed us to introduce the Project, answer questions, and listen to feedback on our early proposals. We are grateful to everyone who took the time to provide comments.

More information on the feedback we received at this consultation and our response to it can be found in our **Stage 1 Consultation Feedback Report**, which is available in the document library on our website.
We have refined our plans using feedback from the local community and stakeholders, together with findings from technical assessments and environmental surveys.

This Stage 2 consultation is a further opportunity to share your views. If, following this Stage 2 consultation, there are changes to our proposals, we may need to undertake further consultation on all or part of our proposals. The scale of any additional consultation will be appropriate and proportionate to the changes we need to consult on.

Stage 1 consultation in numbers

1,760

people attended our nine in-person events and eight virtual events.

1,255,612

people were reached by social media advertising which generated a total of 5,867 link clicks through to the project website.

2,643

responses were received from stakeholders and members of the local community.

Statement of Community Consultation

The **Statement of Community Consultation (SoCC)** sets out how we will engage with the public - including when and where you can ask questions and share your views. We have worked closely with local authorities to shape the SoCC, and you can view it on our Project website in the document library.

Project timeline

The Project is currently in the pre-application stage of the Nationally Significant Infrastructure Project (NSIP) planning process. The figure below sets out the milestones for each stage of the Project from pre-application consultation through to construction.

A Programme Document is available on our website, detailing the timetable and activities we are undertaking during the pre-application stage of the Project. This is a live document that we will update as necessary until submission of the DCO.

May – September 2024
Stage 1 consultation

March – April 2026
Stage 2 consultation

2027
Development Consent Order application submission

2027-2028
Examination and decision

2029
Construction starts

2031
Fully operational

All timings are indicative and subject to change as the Project progresses.

What has changed since Stage 1 consultation?

Since Stage 1 consultation, we have carefully reviewed the responses submitted by local residents, their representatives and other stakeholders with an interest in the area and the Project. We have also continued technical and environmental assessments and made changes to our proposals where we can.

You can read more about the feedback we received during Stage 1 consultation, and how we used it to shape our plans, in our **Stage 1 Consultation Feedback Report**. This report is available in the document library on the Project website. If we are not able to make a suggested change, we explain the reasons why.

We are now presenting our updated proposals and welcome your views. Key changes since Stage 1 include:

- identifying a more detailed route for the overhead line (known as the **Proposed Route Alignment**);
- presenting an alternative route between Astwith and Alfreton to the east of the Stage 1 corridor (the area of land where the overhead line route could be developed), **avoiding sensitive areas** such as the River Amber valley, Ogston Reservoir, and listed buildings such as Ogston Hall; and
- proposals for a **new substation at Chesterfield**.

You can review the proposed route, which is divided into sections so you can more easily consider the proposals in your area, from page 28 onwards. Each section includes what has changed as a result of consultation feedback, technical work and environmental studies.

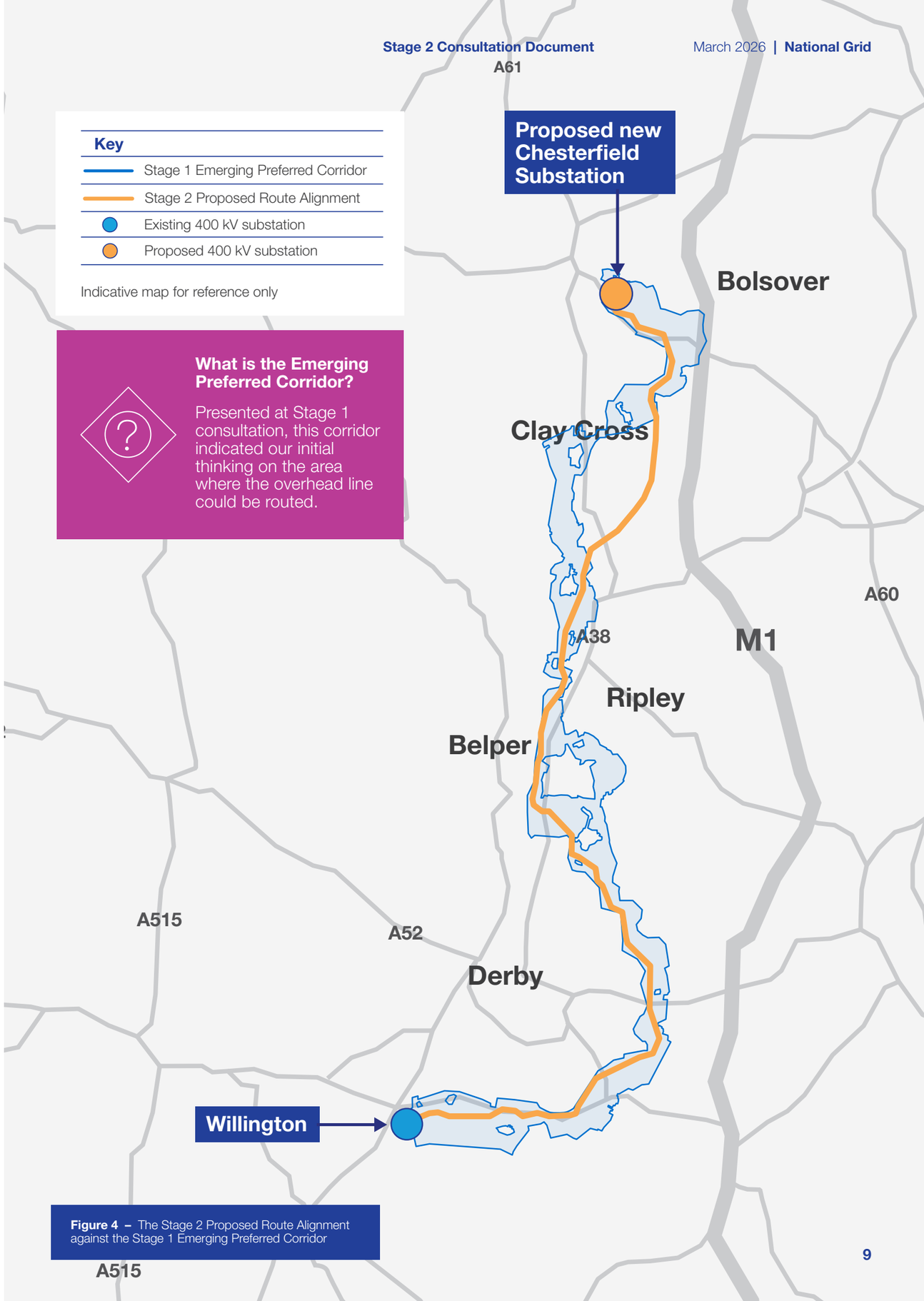


Figure 4 – The Stage 2 Proposed Route Alignment against the Stage 1 Emerging Preferred Corridor

What we are seeking feedback on now

During this Stage 2 consultation, we are seeking views on our updated proposals, including where the new infrastructure could be built and what you would like us to consider as we further develop our proposals.

The key elements of our proposals for consultation include:

- a new 400 kV overhead line, approximately 60 kilometres (km) in length between a new substation in the Chesterfield area and the existing Willington Substation;
- a new 400 kV substation at Chesterfield, to be built in the vicinity of the existing 275 kV Chesterfield 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');
- replacement of short sections of existing overhead line and local changes to the lower voltage distribution network to facilitate the construction of the Project; and
- other works needed for construction, such as temporary access roads, highway improvements, construction work compounds, ancillary works, utility diversions and drainage. Land would also be required for environmental mitigation and enhancement, which would deliver an overall Biodiversity Net Gain (BNG), an approach to development that leaves habitats in a better state than before.

See the **'Our proposals'** chapter for more information on the proposed infrastructure.

Consultation materials

Our proposals are outlined in this Stage 2 Consultation Document, which also includes information about where to find out more and how to get involved in the consultation.

As part of this consultation, we have also published the following materials:

- **Consultation newsletter:** summarising details of Chesterfield to Willington and this consultation;
- **Feedback form:** to gather consultation comments and feedback, this can be completed online or on a paper copy;
- **Interactive map:** online map of the Proposed Route Alignment. A postcode or address can be entered to view proposed pylon locations;
- **Stage 1 Consultation Feedback Report:** detailing how stakeholders and the public were informed at Stage 1; describing the proposals that we consulted on; summarising the feedback we received during the Stage 1 consultation and how it has been considered;
- **Statement of Community Consultation (SoCC):** setting out our approach to consulting with the local community on our proposals which has been developed in consultation with all local authorities in the Project area;
- **Guide to interacting with our consultation plans:** outlining the consultation plans, and how to use them;
- **Consultation plans:** showing the proposed locations for infrastructure within each section of Chesterfield to Willington;
- **Photomontages and fly-through videos:** providing illustrative visualisations of where the proposed infrastructure would be located and how it would look;
- **Strategic Options Report (SOR) Update:** explaining how strategic options have been considered to date;
- **Design Development Report (DDR):** detailing the design work we have undertaken to date, focusing on the work since our Stage 1 consultation;
- **Preliminary Environmental Information Report (PEIR):** detailing our consideration of the likely effects of our proposals on the environment, along with the measures we are proposing to mitigate these impacts; and
- **Non-technical Summary (NTS) of the PEIR:** summarising the PEIR in non-technical language.

All of these documents are available to view and download from our Project website: **nationalgrid.com/chesterfieldtowillington**

Printed copies of our key consultation documents are available free of charge on request by contacting the Project team at **chesterfield-willington@nationalgrid.com** or **0800 073 1047**. Detailed technical documents may be subject to a printing charge.

Key consultation documents are available to view at local information points (see page 16 for details), and printed copies of all documents listed above will be available to view at our public information events (see page 14 for details).

If you require documents in a different format or language, please contact us.

Find out more and submit feedback

During the consultation we are holding nine public information events (see Table 1). At these events we will present information about our proposals and members of the Project team will be available to answer your questions.

We will also hold eight online webinars where we will present our proposals and hold open question and answer sessions. You can attend the webinar most relevant to you by joining one of our location-themed webinars (see Table 2). You can register to attend on the Project website, by contacting us on **0800 073 1047**, or by emailing **chesterfield-willington@nationalgrid.com**. A recording of the first general overview webinar will be made available on our website after it has taken place.

Printed copies of the **consultation newsletter, feedback form** and this **Stage 2 Consultation Document**, as well as USB sticks containing the PEIR, are available free of charge on request or to collect at consultation events (see Table 1) and at local information points (see Table 3).

Reference only copies of the **Statement of Community Consultation, Strategic Options Report Update, Design Development Report** and **Non-technical Summary of the PEIR** are also available to view at these events and information points.

To learn more about our proposals:

- read this **Stage 2 Consultation Document**;
- visit our website **nationalgrid.com/chesterfieldtowillington**;
- come to a public information event (see Table 1);
- join an online webinar session (see Table 2);
- visit a local information point (see Table 3); or
- sign up to receive Project update emails (visit our website to register).

Scan this QR code to visit our website

To respond to the consultation:

- complete a feedback form on our website at **nationalgrid.com/chesterfieldtowillington**;
- email your comments to **chesterfield-willington@nationalgrid.com**;
- post your written responses to: **FREEPOST NATIONAL GRID PROJECTS (JBP)** no stamp or further address required; or
- complete a printed feedback form and return it using the freepost address above.

Important: To avoid any misinterpretation and ensure we have an accurate record of what we have received, we typically only accept written feedback via the methods set out above. If for any reason someone is unable to provide written feedback, we may be able to take feedback over the phone. This will be decided on a case-by-case basis. You are welcome to call our community relations line on 0800 073 1047 if you need any assistance in providing feedback.

Your comments must be received by 11:59pm on Tuesday 28 April 2026.

Table 1: Public information events schedule

Area	Date	Time	Location
North Wingfield North East Derbyshire	**Thursday 19 March**	2pm-7pm	**North Wingfield Community Resource Centre** Whiteleas Avenue, North Wingfield, Chesterfield S42 5PW
Ripley Amber Valley	**Friday 20 March**	2pm-7pm	**Greenwich Community Sports Hub** Nottingham Road, Ripley DE5 3AY
Willington South Derbyshire	**Saturday 21 March**	10am-4pm	**Willington Village Hall** Twyford Road, Willington DE65 6DE
Ockbrook and Borrowash Erewash	**Wednesday 25 March**	2pm-7pm	**Ashbrook Community Centre** Harrington Avenue, Borrowash DE72 3JE
Weston-on-Trent South Derbyshire	**Thursday 26 March**	1pm-6pm	**Weston-on-Trent Village Hall** 47 Main Street, Weston-on-Trent DE72 2BL
Calow North East Derbyshire	**Friday 27 March**	12:30pm-5:30pm	**Calow Community Centre** Allpits Road, Calow, Chesterfield S44 5AT
Stanley and West Hallam Erewash	**Thursday 16 April**	12pm-5pm	**Stanley Village Hall** Park Avenue, Stanley, Ilkeston DE7 6FF
Shirland and Higham Amber Valley	**Friday 17 April**	2pm-7pm	**Shirland Village Hall** Main Road, Shirland, Alfreton DE55 6BB
Kilburn Amber Valley	**Saturday 18 April**	10am-4pm	**Kilburn Junior School** The Flat, Kilburn, Belper DE56 0LA

Table 2: Webinar schedule

Webinar topic	Date	Time
General overview of the proposals	**Tuesday 10 March**	6pm-7pm
Route Section 1: Chesterfield to Tibshelf	**Thursday 12 March**	6pm-7pm
Route Section 2: Tibshelf to Ripley	**Monday 16 March**	6pm-7pm
Route Section 3: Ripley to Morley	**Tuesday 17 March**	6pm-7pm
Route Section 4: Morley to Ockbrook	**Monday 13 April**	6pm-7pm
Route Section 5: Ockbrook to Aston-on-Trent	**Tuesday 14 April**	6pm-7pm
Route Section 6: Aston-on-Trent to Willington	**Tuesday 21 April**	6pm-7pm
General overview of the proposals	**Thursday 23 April**	6pm-7pm

For more information on how to register to attend a webinar, please visit our website by scanning the QR code, call us on **0800 073 1047**, or email us at **chesterfield-willington@nationalgrid.com**.

Table 3: Information point locations

Public information points	Opening times*
Chesterfield	
Chesterfield Library New Beetwell Street, Chesterfield S40 1QN	Monday - Wednesday, Friday: 9am-5pm Thursday: 9am-6pm Saturday: 9am-3pm Sunday: closed
Chesterfield Town Hall Rose Hill, Chesterfield S40 1LP	Monday - Friday: 9am-5pm Saturday and Sunday: closed
North East Derbyshire	
Clay Cross Library Kenning Park, Holmgate Road, Clay Cross S45 9PH	Monday: 9:30am-1pm, 2pm-6pm Tuesday and Thursday: 9:30am-1pm, 2pm-5pm Friday: 9:30am-1pm Saturday: 9:30am-12:30pm Wednesday and Sunday: closed
Holmewood Library Heath Road, Holmewood S42 5RB	Monday: 9:30am-1pm Thursday: 9:30am-1pm, 2pm-5pm Friday: 2pm-5pm Saturday: 9:30am-12:30pm Tuesday, Wednesday and Sunday: closed
Bolsover	
South Normanton Library The Hub, Shiners Way, South Normanton DE55 2AA	Monday: 9:30am-1pm Tuesday: 9:30am-1pm, 2pm-6pm Thursday and Friday: 9:30am-1pm, 2pm-5pm Saturday: 9:30am-12:30pm Wednesday and Sunday: closed
Bolsover Library Church Street, Bolsover S44 6HB	Monday, Tuesday, Thursday, Friday: 9:30am-5pm Wednesday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Old Bolsover Town Hall Cotton Street, Bolsover S44 6HA	Monday - Friday: 9am-1pm Saturday - Sunday: closed

**Please check with the relevant venue for the most up-to-date opening times.*

Public information points	Opening times*
Amber Valley	
Ripley Library Grosvenor Road, Ripley DE5 3JE	Monday - Wednesday, Friday: 9am-5pm Thursday: 9am-6pm Saturday: 9am-3pm Sunday: closed
Alfreton Library Severn Square, Alfreton DE55 7BQ	Monday, Tuesday, Thursday and Friday: 9:30am-5pm Wednesday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Belper Library Derwent Street, Belper DE56 1UQ	Monday, Wednesday and Friday: 9:30am-5pm Tuesday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Heanor Library Ilkeston Road, Heanor DE75 7DX	Monday - Wednesday and Friday: 9:30am-5pm Thursday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Ripley Town Hall Market Place, Ripley DE5 3BT	Monday - Friday: 10am-3pm Saturday and Sunday: closed
Erewash	
Ilkeston Library Market Place, Ilkeston DE7 5RN	Monday, Wednesday - Friday: 9:30am-5pm Tuesday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Borrowash Library Victoria Avenue, Borrowash DE72 3HE	Monday, Friday: 9:30am-1pm, 2pm-5pm Tuesday: 9:30am-1pm Wednesday: 9:30am-1pm, 2pm-6pm Saturday: 9:30am-12:30pm Thursday and Sunday: closed
Long Eaton Library Tamworth Road, Long Eaton NG10 1JG	Monday - Thursday: 9:30am-5pm Friday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed

**Please check with the relevant venue for the most up-to-date opening times.*

Public information points	Opening times*
Long Eaton Town Hall Derby Road, Long Eaton NG10 1HU	Monday - Wednesday and Friday: 10am-12pm Thursday, Saturday and Sunday: closed
Ilkeston Town Hall Wharncliffe Road, Ilkeston DE7 5RP	Monday, Tuesday, Thursday and Friday: 10am-12pm Wednesday, Saturday and Sunday: closed
City of Derby	
Alvaston Library 1252-1254 London Road, Alvaston, Derby DE24 8QP	Monday: 1pm-5pm Tuesday, Friday: 9:30am-5pm Thursday: 9:30am-7pm Saturday: 9:30am-1pm Wednesday and Sunday: closed
Riverside Library Council House, Corporation Street, Derby DE1 2FS	Monday - Friday: 9am-5pm Saturday: 9am-1pm Sunday: closed
Chellaston Library Barley Croft, Chellaston, Derby DE73 6TU	Tuesday, Thursday: 10am-4:30pm Monday, Wednesday, Friday - Sunday: closed
South Derbyshire	
Melbourne Library Melbourne Assembly Rooms, High Street, Melbourne DE73 8GF	Monday and Friday: 2pm-5pm Wednesday: 9:30am-1pm, 2pm-5pm Saturday: 9:30am-1pm Tuesday, Thursday and Sunday: closed
Swadlincote Library Civic Way, Swadlincote DE11 0AD	Monday - Wednesday and Friday: 9:30am-5pm Thursday: 9:30am-6pm Saturday: 9:30am-2pm Sunday: closed
Etwall Library Eggington Road, Etwall DE65 6NB	Monday and Thursday: 2pm-5pm Wednesday: 9:30am-1pm, 2pm-5pm Saturday: 9:30am-1pm Tuesday, Friday and Sunday: closed

**Please check with the relevant venue for the most up-to-date opening times.*

The need

The existing network in the East Midlands region does not currently have the capacity to deliver future electricity demand to where it will be needed.

Chesterfield to Willington would play an important role in transporting more secure, cleaner, home-grown energy from more affordable sources – generated off the coast of Britain – to around two million homes in the Midlands and beyond.

Increasing self-sufficiency of energy supplies

The way electricity is generated is changing, with more renewable energy being generated in Britain, including increased growth forecast in offshore wind capacity in Scotland and the north east of England.

Demand is also rising as the way homes, businesses, industry and transport are powered changes.

The UK Government has set a target of 50 GW of offshore wind by 2030, rising to up to 140 GW by 2050, and 70 GW of solar generation by 2035.

To deliver more of this home-grown clean power and increase the UK's energy security, we must also upgrade the transmission system –'the grid'.

Delivering the infrastructure needed to achieve this ambition would boost local economies, provide jobs and opportunities to learn new skills and bring vital investment right across the country.

Reinforcing the transmission network between Chesterfield and Willington

Guidance from the National Energy System Operator (NESO) identified that the existing transmission network in this region requires an essential upgrade to be able to transport the increased energy supply.

Our earlier work on the Project, as presented at our Stage 1 consultation, detailed the strategic options considered and concluded that a new 400 kV overhead line of approximately 60 km between a new Chesterfield Substation and the existing Willington Substation represented the most appropriate solution.

Combining these works with other transmission network projects such as Chesterfield to High Marnham represents the most efficient, coordinated and economical option. It also minimises potential impacts on local communities and the environment by reducing the amount of new overhead lines we need to build.

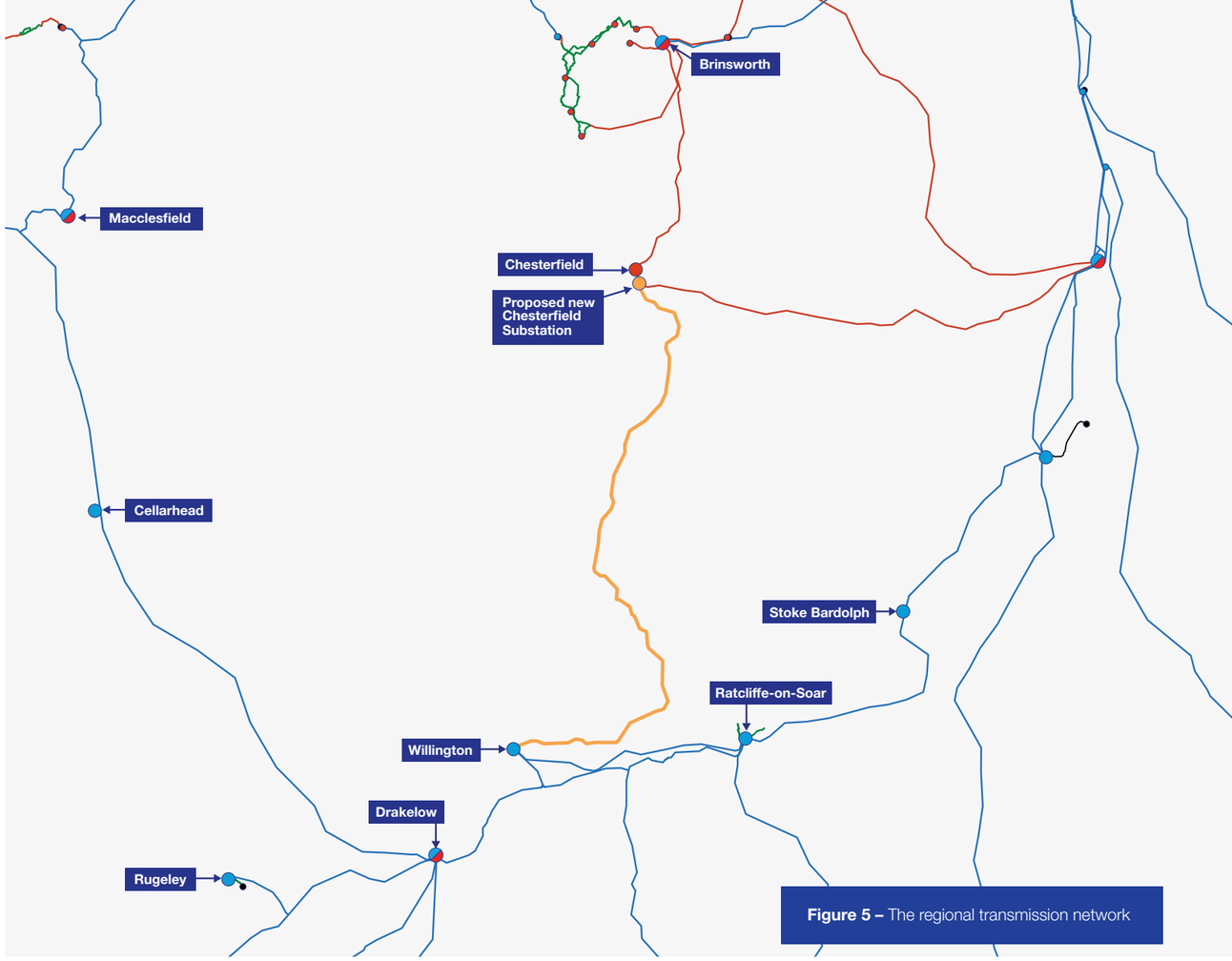


Figure 5 – The regional transmission network

Key

Existing 400 kV transmission line	Existing 400 kV substation(s)
Existing 275 kV transmission line	Existing 275 kV substation(s)
Existing 132 kV transmission line	Existing 132 kV substation(s)
Existing buried cable	Proposed 400 kV substation
Proposed Route Alignment	*Indicative map for reference only*

Do you want more detail?

You can learn more about how we identified the need and our appraisal process in the following Stage 1 consultation documents:

- **Strategic Options Report (SOR)** - explaining the strategic options considered for the substation connection points for Chesterfield to Willington.
- **Corridor and Preliminary Routeing and Siting Study (CPRSS)** - explaining how the Emerging Preferred Corridor was identified between the two connection substations, including the areas within the corridor where we considered the proposed infrastructure would be more and less likely to be located.

You can find these in our document library at **nationalgrid.com/chesterfieldtowillington**

Scan this QR code to visit our website

Our proposals

We are proposing to upgrade the electricity transmission network through the construction of a new high-voltage electricity transmission line with associated works in Derbyshire. The overhead line will connect a new substation at Chesterfield to the existing Willington Substation.

This section describes our proposals for Chesterfield to Willington by providing an overview of the Project as a whole, and a detailed look at the route in six sections.

To view the Project's Overall location plan, a Guide to interacting with our consultation plans and the interactive map, scan the QR codes below.

Overall location plan

Interactive map

Guide to interacting with our consultation plans

Our proposals for Chesterfield to Willington include the following principal components:

- a new 400 kV overhead line, approximately 60 kilometres (km) in length between a new Chesterfield Substation and the existing Willington Substation;
- a new 400 kV substation at Chesterfield, to be built in the vicinity of the existing 275 kV Chesterfield Substation and the existing 132 kV National Grid Electricity Distribution (NGED) substation to the south east of Chesterfield;
- replacement of short sections of existing overhead lines and local changes to the lower voltage distribution networks to facilitate the construction of the Project; and
- other required works to facilitate the construction such as temporary access roads, highway improvements, construction work compounds, ancillary works, utility diversions and drainage works. Land would also be required for the mitigation and enhancement of the environment, which would deliver an overall Biodiversity Net Gain (BNG), an approach to development that leaves habitats in a better state than before.

The new Chesterfield Substation is expected to be delivered through a separate National Grid project (Chesterfield to High Marnham). However, it is possible it could be included in this Project's DCO application using land we already own and minimising visual impacts.This approach allows National Grid to demonstrate that the Project can be delivered and that it can connect to the national electricity transmission network.

Given this possibility, the new Chesterfield Substation and its potential environmental effects were considered in the Environmental Impact Assessment (EIA) Scoping Report, which was submitted to the Secretary of State in October 2024.

These considerations are also included in the **Preliminary Environmental Information Report (PEIR)** and other relevant documents forming part of this Stage 2 consultation.

If the new Chesterfield Substation is ultimately included in this Project, it will be assessed in full within the Environmental Statement (ES), which will accompany the DCO application.

Transmission infrastructure explained

Pylons and high voltage alternating current (HVAC) overhead lines

Pylons are the structures used to support high-voltage overhead lines, which carry electricity across long distances. They keep the cables elevated to safely cross over roads, rivers, valleys and railway lines.

Overhead lines can transmit higher amounts of electricity than underground and subsea cables in one piece of infrastructure. For example, a single line of pylons can transport around 6,930 megawatts (MW), whereas the largest underground high voltage direct current (HVDC) system could transport 2,000 MW.

The height and type of pylon used depends on the landscape, nearby features and technical requirements. For this Project, our current proposals are based on standard lattice steel pylons, although the final design will be informed by ongoing technical studies, environmental assessments, and feedback from consultation.

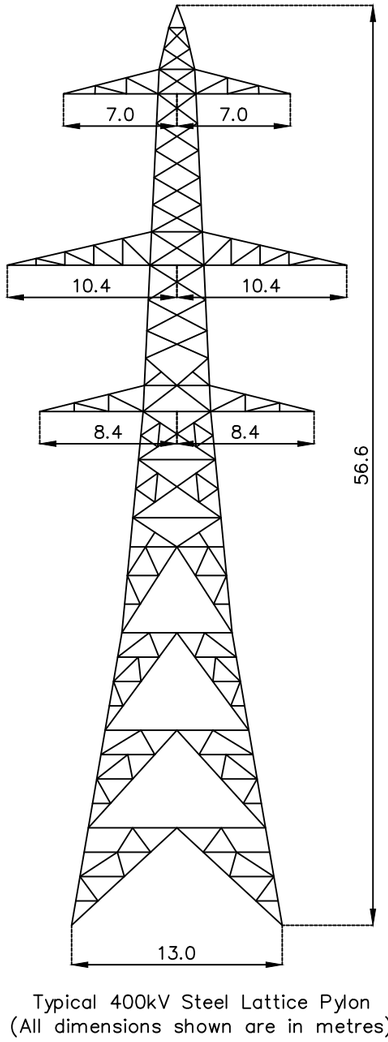


Figure 6 – Indicative pylon height for the Project

Watt

A watt is a measure of power, and there are 1 billion watts in 1 gigawatt (GW). 1 gigawatt hour (GWh) is a unit of energy, equivalent to powering one million UK homes for one hour. A kV is a measurement of electrical voltage. The measurement stands for kilovolts or one thousand volts. Put simply, the higher the kV capacity of an overhead line, the more power it can transport.

Substations

Electricity substations are a vital link in the energy network, acting as the heart of our electrical infrastructure. They connect power sources like wind farms and power stations to the grid, efficiently managing the flow of electricity to homes and businesses.

The role of substations

Substations are crucial for maintaining a healthy and reliable energy network. Without them, it would be impossible to deliver electricity from where it's generated to where it's needed. They play a key role in ensuring that we all have access to the power that runs our daily lives.

Safety is our priority

We take safety extremely seriously. Our top priority is protecting the public, our employees and our contractors. All of our substations are securely fenced with clear warning signs to prevent unauthorised access.

We design our substations to limit electric and magnetic fields (EMFs), adhering to strict, independent safety guidelines. After decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits.

There are primarily two different types of substations

Air Insulated Switchgear (AIS) uses air to insulate the electrical components. Gas Insulated Switchgear (GIS) uses gas to insulate the electrical components. The decision on which type of substation we construct depends on several factors including availability of space, potential environmental impacts, cost, safety and maintenance requirements.

The new Chesterfield Substation is proposed to be GIS as it's more compact than AIS and there's limited space available at the site. Most of the equipment would be housed within a single building.

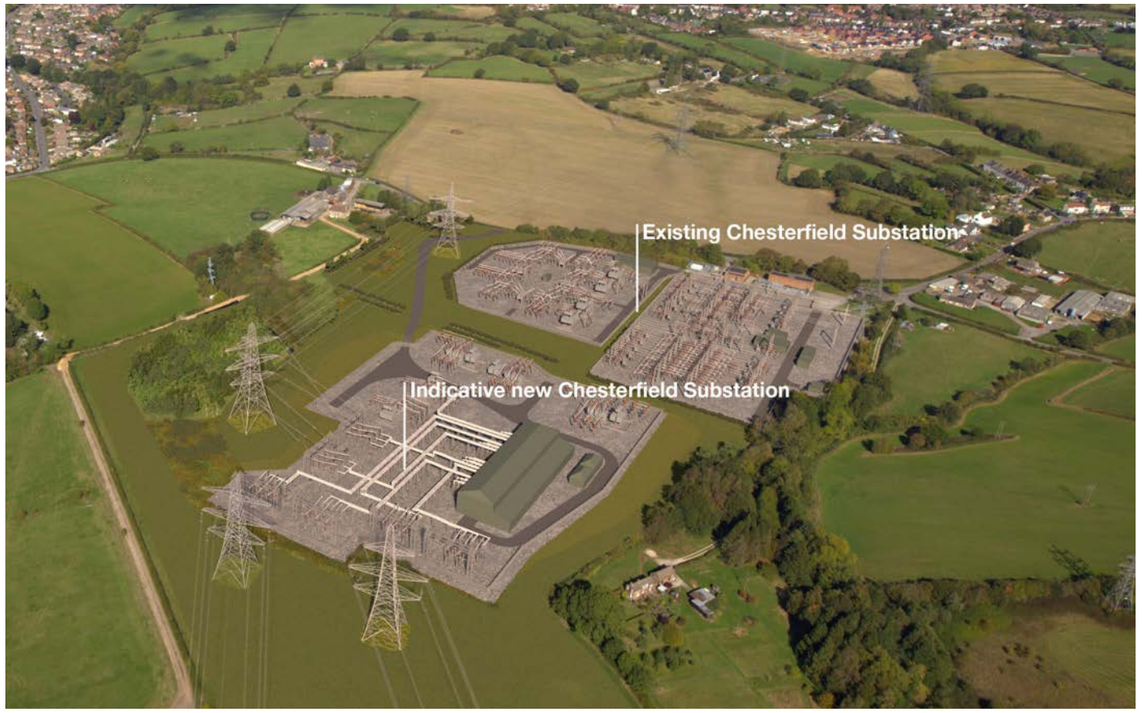


Figure 7 – Indicative CGI of the new 400 kV Gas Insulated Switchgear (GIS) substation design

Gantries

Gantries are bridge-like structures with platforms that support equipment and cabling. They guide power conductors from the last pylon near the substation to the electrical equipment within the substation.

Supergrid transformers

Supergrid transformers are vital high voltage devices which boost capacity and resilience in substations, stepping voltage up or down so electricity can be efficiently transmitted from power generators or safely distributed to homes and businesses via regional networks.

For more information on our proposed infrastructure, please see Chapter 4 of the **PEIR** and/or our **Non-technical Summary of the PEIR**.

You can find these at **nationalgrid.com/chesterfieldtowillington**

How our proposals are shaped

Our design has been influenced by several key factors, including the results from engineering and environmental studies, along with the feedback from Stage 1 consultation.

Together, these have helped us develop a design that balances technical needs, environmental impacts, and community feedback. You can find more detail in our **Design Development Report**.

We are committed to developing the Project in line with our legal responsibilities. This means making sure it is cost-effective, efficient, and well-coordinated, while also considering the environment, local communities, and national planning policy.

We also take into account laws that protect and improve biodiversity.

You can read more about the feedback we received at the last stage of consultation and how we have responded to it in our **Stage 1 Consultation Feedback Report**.

We are now asking for your views on a more detailed design as part of our Stage 2 consultation. This includes the Proposed Route Alignment, a proposed new Chesterfield Substation, replacement of short sections of existing overhead lines and local changes to lower voltage distribution networks.

Proposals by location

Similar to Stage 1 consultation, the proposed route for Stage 2 consultation has been split into six Route Sections to make it easier to view and provide feedback about areas of particular interest. These sections were defined by key geographic features and also encompass the proposed substation location.

- **Route Section 1:** Chesterfield to Tibshelf
- **Route Section 2:** Tibshelf to Ripley
- **Route Section 3:** Ripley to Morley
- **Route Section 4:** Morley to Ockbrook
- **Route Section 5:** Ockbrook to Aston-on-Trent
- **Route Section 6:** Aston-on-Trent to Willington

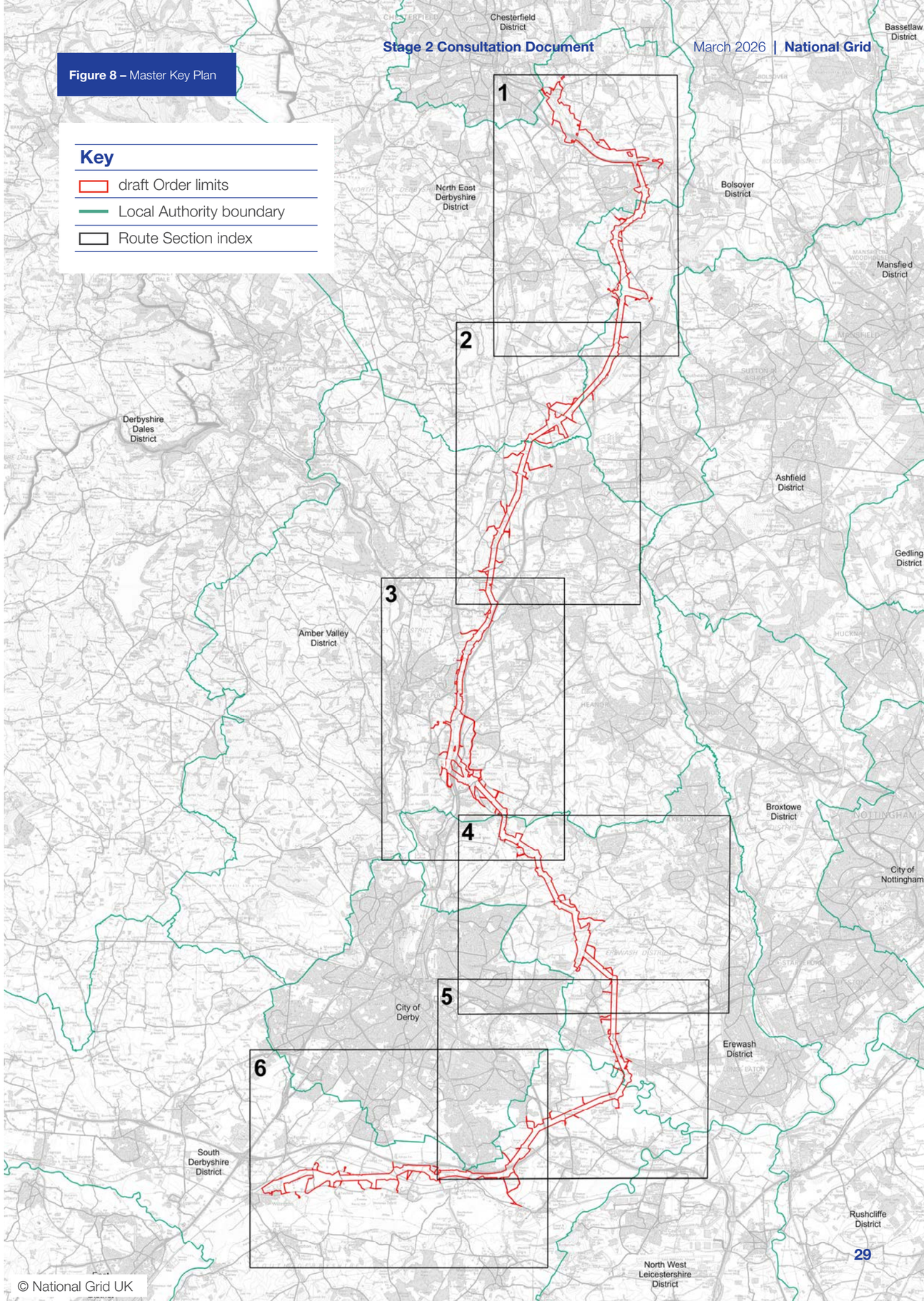
Summaries of the proposals for each Route Section, including maps, key issues, design changes and constraints, are included on the following pages. For each section we explain how the Proposed Route Alignment and draft Order limits (the working area we are looking to obtain consent for) has been refined or changed against our Stage 1 proposals.

What are draft Order limits?

This is the proposed boundary within which all elements of the Project, including construction, operation, and associated works, may take place. These limits define the geographic area covered by the Development Consent Order (DCO) application and set the maximum extent of land or rights that may be required.

Throughout the section maps there are instances where the draft Order limits appear on sections of road, sometimes located far away from the main draft Order limits. These are to facilitate access for construction activities and represent temporary works to the highway.

Figure 8 – Master Key Plan



Route Section 1:
Chesterfield to Tibshelf

Route Section 1 starts to the south east of Chesterfield, where the new Chesterfield Substation would be located, along with temporary areas needed during construction. From here, the Proposed Route Alignment heads south east, travelling from the west of Hassocky Lane towards Heath, before turning south. It then continues through Stainsby, Astwith and Hardstoft, before ending near Tibshelf.

The permanent works proposed for this section include:

- building around 11.5 km of new 400 kV overhead line between the new Chesterfield Substation and Tibshelf;
- a new Gas Insulated Switchgear (GIS) 400 kV substation at Chesterfield, located on land immediately to the south of the existing 132 kV substation. The site is likely to comprise:
  - a secure compound measuring approximately 150 x 210 metres
    - the tallest feature within the substation compound would be the GIS building
    - the compound would contain supergrid transformers (used to increase or decrease electricity voltage between circuits), connection bays, network stability equipment, and standard substation plant and control infrastructure, and gantries to connect the overhead line
  - a permanent access road to the site off Calow Lane to facilitate construction and operational maintenance activities for the substation
- modifications to the existing 275 kV overhead line to increase the operating voltage to 400 kV and to connect to the new Chesterfield Substation;
- re-routeing several existing 132 kV underground cables to clear the construction area. One of these reroutes is also needed for the Chesterfield to High Marnham project;
- undergrounding and re-routeing of the following NGED 132 kV overhead lines, where they intersect the alignment including:
  - from Chesterfield to Alfreton
  - from Chesterfield to Pinxton, including an additional section north east of Pilsley
  - from Chesterfield to Mansfield, from a crossing south east of the substation to just east of Shire Lane
- adjustments to other lower voltage wood pole overhead lines.

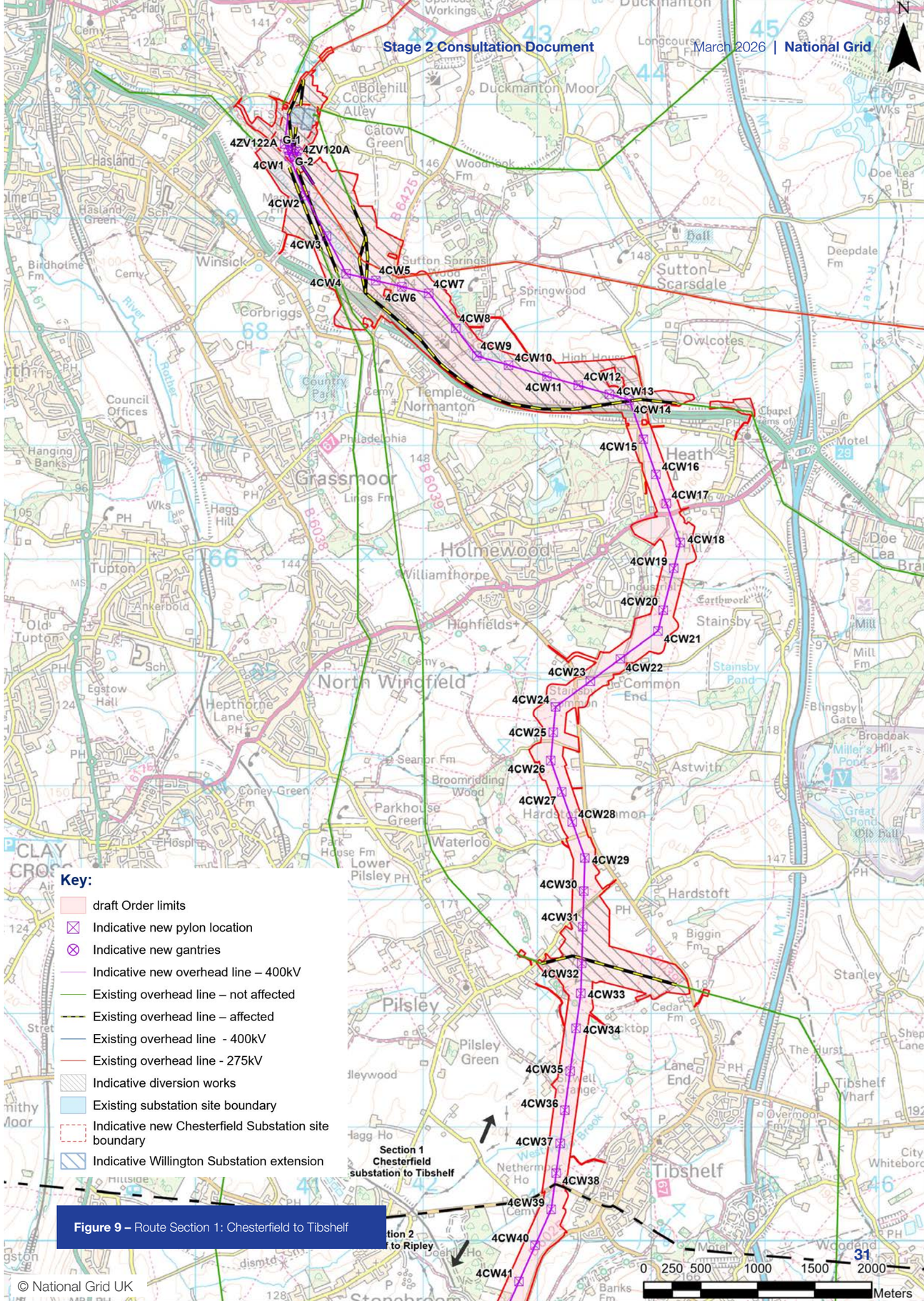


Figure 9 – Route Section 1: Chesterfield to Tibshelf

How our plans have developed since Stage 1 consultation

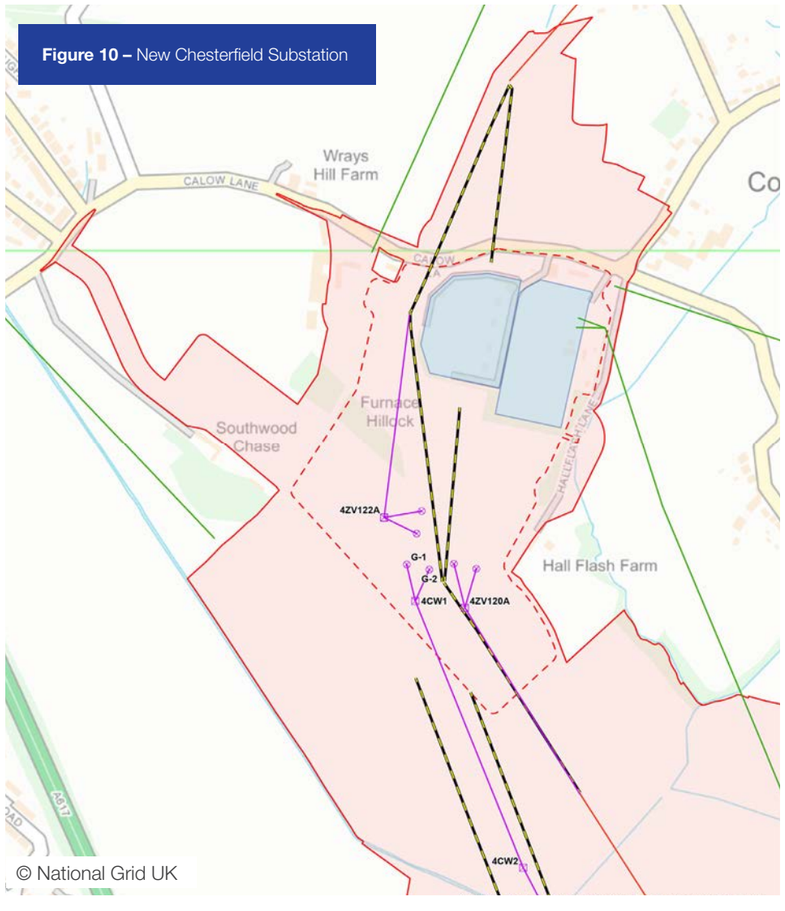
New Chesterfield Substation

We are now including proposals for a new Chesterfield Substation located adjacent to the existing National Grid Electricity Transmission substation at Calow.

At Stage 1 consultation we outlined that the separate Brinsworth to High Marnham (now named Chesterfield to High Marnham) included a proposal to build and operate the new Chesterfield Substation which would form the northern connection point for Chesterfield to Willington. While the new Chesterfield Substation is still expected to be delivered through that project, there is a possibility that it could be included in this Project's DCO application. We are therefore including the new Chesterfield Substation as part of this consultation.

The location selected for the substation was identified through consultation carried out by the Chesterfield to High Marnham project. It was selected as the preferred location due to its technical, land and environmental benefits. Building immediately adjacent to the existing substation reduces the extent of required existing overhead line and underground cable diversions.

Figure 10 – New Chesterfield Substation



This location also allows us to use land already within National Grid's ownership which was also formally used for open cast mining. Existing screening at Bolehill would also help to mitigate potential visual impacts on nearby residential areas.

The new Chesterfield Substation is proposed to be GIS as it's more compact than AIS and there's limited space available at the site. This means that most of the equipment would be housed within a single building.

Please provide any feedback that you may wish to make directly to National Grid about the proposed new Chesterfield Substation through this consultation. A separate application for planning permission for this substation has been submitted to North East Derbyshire District Council. As part of that planning application the Council will carry out its own local consultation.

See page 26 for an explanation of the difference between Gas Insulated Switchgear (GIS) and Air Insulated Switchgear (AIS) substations and an indicative CGI of the new 400 kV GIS substation design.

Proposed Route Alignment and changes outside the Stage 1 corridor

For the first half of this section - between the new Chesterfield Substation and the B6039, south west of Holmewood Industrial Estate - the proposed alignment remains within the original corridor as presented at Stage 1.

During our Stage 1 consultation, many people provided feedback that indicated a preference to avoid development between North Wingfield/Lower Pilsley and Alfreton. Taking this into account, along with further engineering studies, we further considered the local landscape, access issues and the area's mining history. We then explored whether there were more suitable alternatives that could reduce impacts and work better overall.

We are now presenting an alternative route outside the corridor presented at Stage 1. This would run between Astwith and Tibshelf in Route Section 1, and from Tibshelf to Alfreton in Route Section 2.

This option offers a better balance overall and it helps to:

- respond to local concerns about the landscape and access, particularly around the River Amber valley; and
- reduce impacts on the natural environment, views and the wider landscape.

We recognise this alternative also raises new considerations, including its proximity to important places like Hardwick Hall. These will be carefully considered as the Project develops.

These changes have been informed by feedback at Stage 1. We welcome further comments during this consultation.

More information can be found in Chapter 5 of the **Design Development Report (DDR)**.

Route Section 2:
Tibshelf to Ripley

Route Section 2 begins at Doe Hill Lane (B6014), to the west of Tibshelf, and heads south west towards Alfreton. From there, it continues south, broadly following the direction of the A38 past Pentrich, before ending at Lower Hartshay, just south of the A610.

The key permanent works proposed for this section include:

- building around 10.5 km of new overhead line between Tibshelf and Ripley;
- undergrounding and re-routeing part of an existing 132 kV overhead line (from Chesterfield to Alfreton), where it would cross the new line near the Alfreton Substation; and
- adjustments to other lower voltage wood pole overhead lines.

How our plans have developed since Stage 1 consultation

We have carefully considered feedback received at Stage 1 alongside further environmental and technical work. As a result, we are now consulting on an alternative route that avoids most of the River Amber valley throughout route sections 1 and 2.

We believe this option offers a better balance overall and it helps to:

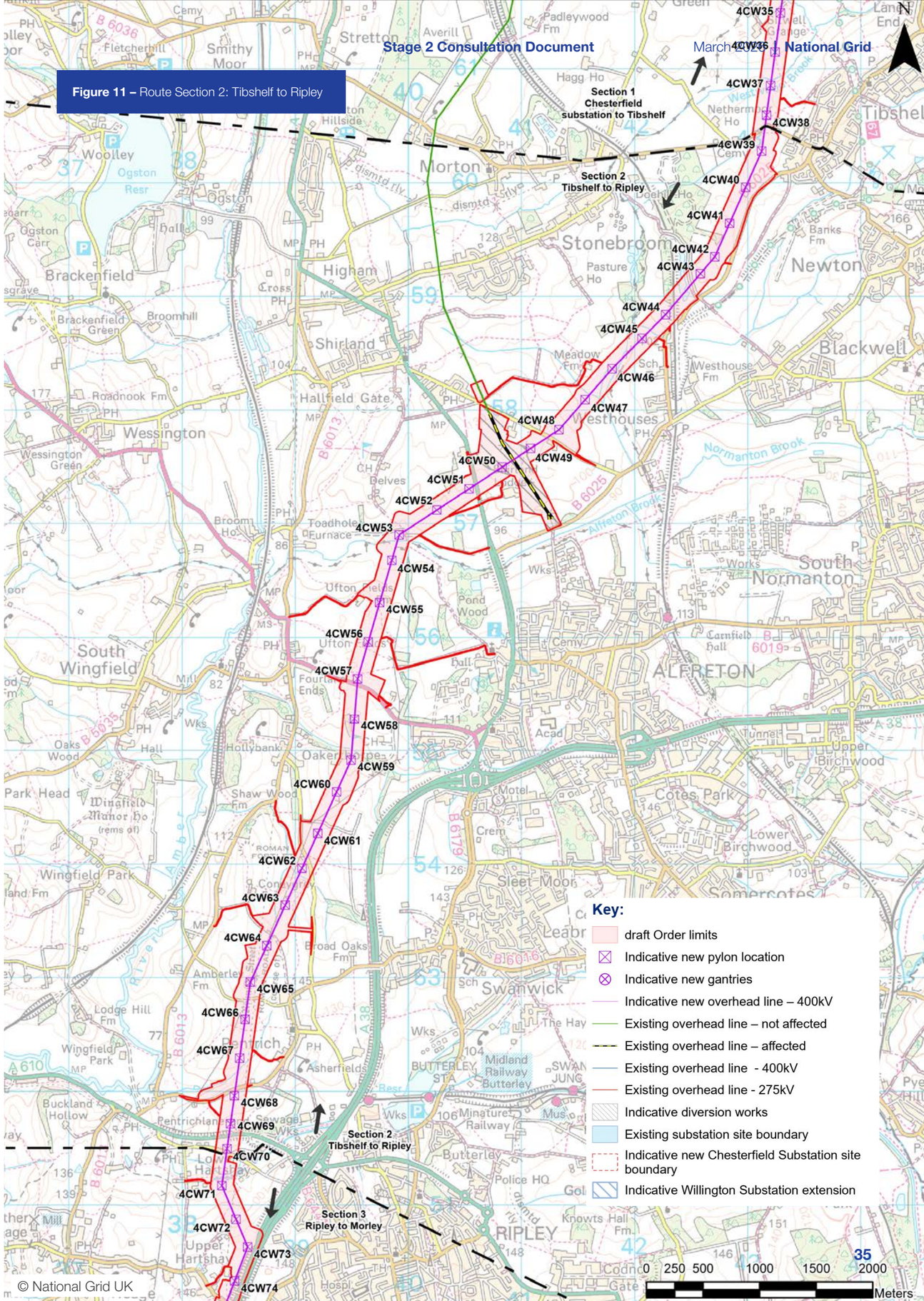
- respond to local concerns about the landscape and access, particularly around the River Amber valley; and
- reduce impacts on the natural environment, views and the wider landscape.

This route continues from Tibshelf and rejoins the corridor presented at Stage 1 to the north east of Oakerthorpe. From here, the route passes to the east of Oakerthorpe, avoiding key features such as Wingfield Manor and the South Wingfield Conservation Area, the Midlands Main Line railway, the River Amber and its associated floodplain.

We also understood concerns raised at Stage 1 about the corridor travelling to the east of Pentrich. Further assessment identified that a route to the west of Pentrich was preferable. The proposed route now passes to the west, providing a straighter alignment, reducing the number of angle pylons and increasing the distance from sensitive places like Broadoak Plantation Ancient Woodland.

These changes reflect how community feedback, supported by further assessment, has helped shape our proposals. We welcome further comments during this consultation.

Figure 11 – Route Section 2: Tibshelf to Ripley



Stage 2 Consultation Document March 2026 | National Grid

Illustrative view of the proposed overhead line from Wingfield Manor

Route Section 3:
Ripley to Morley

Route Section 3 forms the central part of the Project and runs from the west of Ripley south to Morley.

From near the A610 at Lower Hartshay, the Proposed Route Alignment heads south, largely following the western side of the A38 corridor. It passes the communities of Cinderhill, Holbrook and Kilburn, before crossing the A38 between Horsley and Coxbench and continuing on to Morley.

The key permanent works proposed for this section include:

- building approximately 11.5 km of new overhead line between Ripley and Morley;
- undergrounding and re-routeing of a section of the existing Belper to Spondon 33 kV overhead line; and
- adjustments to other lower voltage wood pole overhead lines.

How our plans have developed since Stage 1 consultation

At Stage 1, we presented options to route either to the east or west of the communities of Denby Bottles, Denby Village, Rawson Green, Kilburn and Horsley Woodhouse. We received a range of responses on these options, which we have considered alongside further environmental and technical work.

As a result, we are now consulting on a route that sits along the western side of the corridor shown at Stage 1. This approach responds to feedback about the potential effects on local communities and the landscape, while also allowing the route to follow more established transport and infrastructure corridors.

Where reasonably practicable, the proposed route makes use of existing infrastructure, including the 33 kV overhead line on the local electricity network between Belper and Spondon, as well as the A38 strategic road network. This would help to limit the impact of new infrastructure into undeveloped areas. Further information can be found in Chapter 7 of the DDR.

These changes reflect how community feedback, supported by further assessment, has helped shape our proposals. We welcome further comments during this consultation.

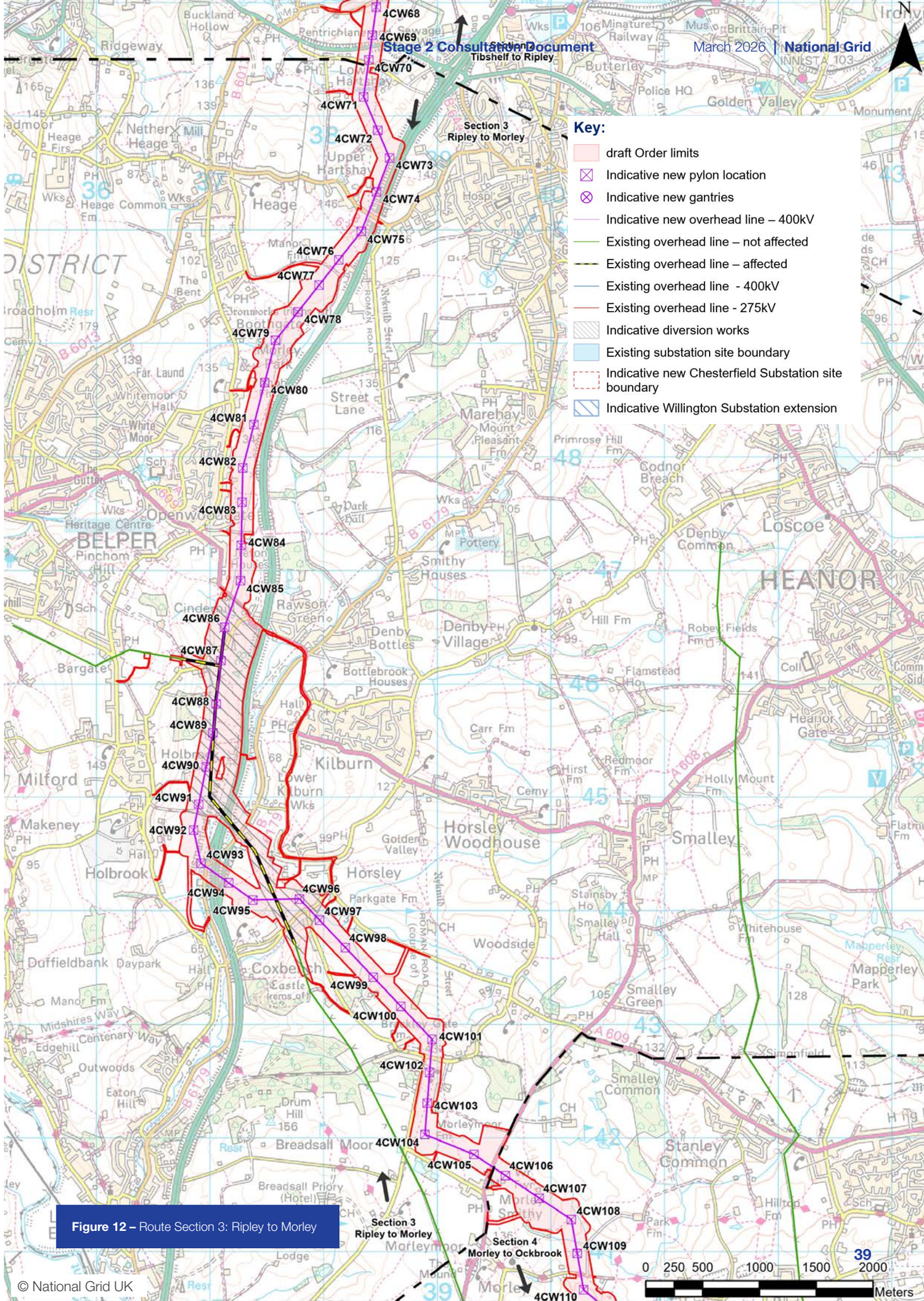


Figure 12 – Route Section 3: Ripley to Morley

Illustrative view of the proposed overhead line (in foreground) from Brown's Lane, Holbrook

Route Section 4:
Morley to Ockbrook

Route Section 4 runs between Morley and Ockbrook. The Proposed Route Alignment begins to the north east of Morley Smithy, where the route crosses the A608, before continuing south east.

The route then passes to the south west of Stanley and curves around Locko Park, a registered park and garden. From there, it continues south to the A6096 (Dale Road), before turning south west and passing around the north east side of Ockbrook.

The key permanent works proposed for this section include:

- building approximately 7.5 km of new overhead line between Morley and Ockbrook;
- undergrounding and re-routeing of an existing 132 kV overhead line, where it crosses the proposed alignment; and
- adjustments to other lower voltage wood pole overhead lines.

This section lies within the Erewash District between Nottingham and Derby and includes an area of Green Belt. Routeing options outside of the Green Belt were explored during early Project development. However, such alternatives would have resulted in unacceptable material impacts on other nationally and internationally designated assets, such as the Derwent Valley Mills World Heritage Site and the Peak District National Park, both of which are afforded the highest level of protection under National Planning Policy.

How our plans have developed since Stage 1 consultation

This section remains largely the same as the corridor presented at Stage 1. However, feedback from the consultation, together with further assessment, has helped us refine how the route would pass through this area.

From Morley Smithy, the route continues south east towards Dale Abbey, following the western side of the corridor. At Stage 1, we showed a slight preference for routeing closer to the centre of the corridor around the A6096 (Dale Road). Since then, feedback and an assessment of landscape and environmental impacts has helped us understand how this area could be better protected.

As a result, the proposed route now sits slightly further west. This provides a more direct route while making better use of the surrounding landscape and woodland around Locko Park to help screen the overhead line and reduce its visibility.

After crossing the A6096 (Dale Road), the route then passes to the east, to the north east of Ockbrook. This approach avoids higher ground further east, which could have made the overhead line more visible in the wider landscape.

These changes reflect how community feedback, supported by further assessment, has helped shape our proposals. We welcome further comments during this consultation.

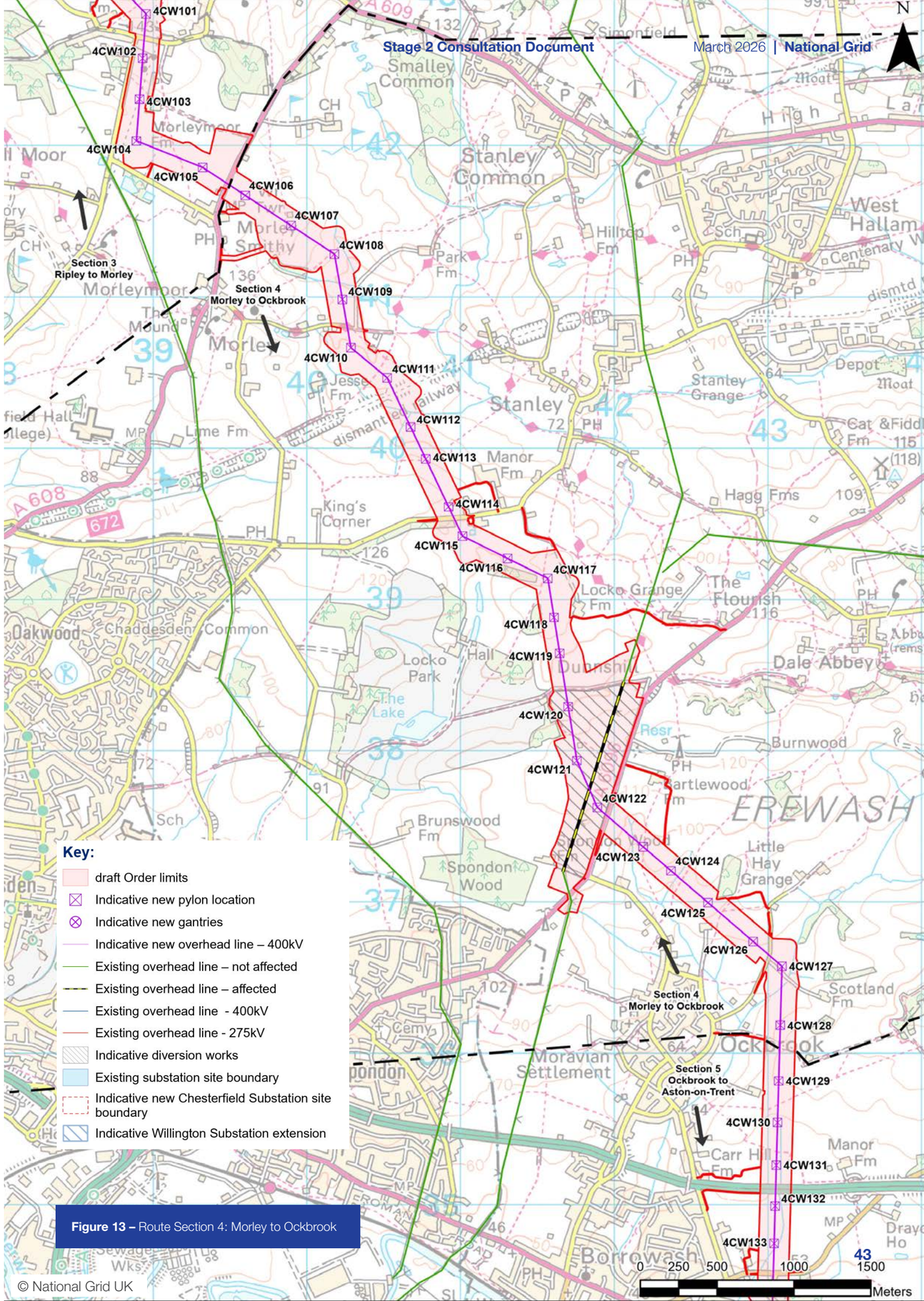


Figure 13 – Route Section 4: Morley to Ockbrook

Illustrative view of the proposed overhead line off Spondon Road, east of Locko Park

Route Section 5:
Ockbrook to Aston-on-Trent

Route Section 5 continues from the south east of Ockbrook and travels generally south.

After crossing the A52 (Brian Clough Way), the Proposed Route Alignment continues south across the A6005 and the Derby to Nottingham railway line between Borrowash and Draycott. It then crosses the River Derwent and curves around Ambaston and Elvaston, including Elvaston Castle, a Registered Park and Garden, before turning south west to avoid passing directly through these settlements.

The route then continues south west between Thulston and the Trent Valley Crematorium, before crossing the A6 Derby Spur near Junction 2 of the A50 and following the A50 towards Chellaston.

The key permanent works proposed for this section include:

- building approximately 8 km of overhead line between Ockbrook and Aston on Trent; and
- adjustments to other lower voltage wood pole overhead lines.

The alignment intersects a broad area of the Trent Valley Floodplain near where it merges with the River Derwent, particularly around Ambaston and Shardlow. The floodplain here extends up to approximately 3 km in width, occupying the full width of the Stage 1 corridor between Draycott and the A50 dual carriageway. Of the viable routeing options available, the route represents the shortest crossing through the floodplain, minimising the extent of interaction with flood-prone land as far as practicable.

How our plans have developed since Stage 1 consultation

At Stage 1, we consulted on options for this section of the route to pass either to the east or west of the corridor between Ockbrook and the A50. We received feedback on these options, which we have considered alongside further assessment of the local environment and landscape.

As a result, the proposed route is now located mainly to the west of the Stage 1 corridor in this area. This helps avoid land affected by historic landfill between the River Derwent and Shardlow, as well as areas more prone to flooding within the Trent Valley floodplain.

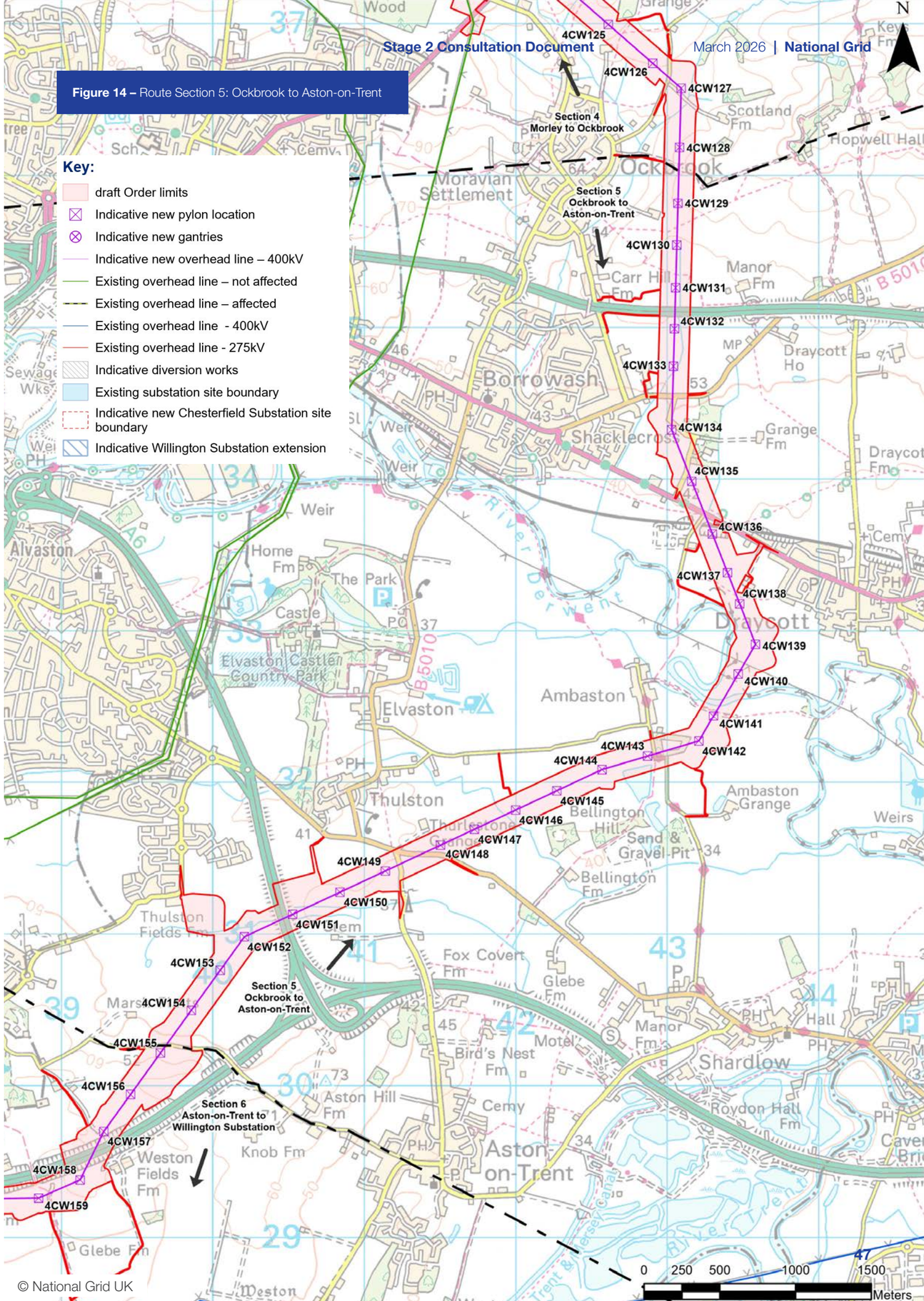
From Ockbrook, the route follows the western side of the corridor before crossing the A52, B5010 (Nottingham Road) and the A6005. Overall, this alignment provides a more direct route with fewer changes in direction, which will help reduce the visual impact of the overhead line in the wider landscape.

These changes reflect how community feedback, supported by further assessment, has helped shape our proposals. We welcome further comments during this consultation.

The Holford Rules

The Holford Rules are guidelines on overhead line routeing that were developed by Lord William Holford. They set out the steps that National Grid uses as its basis when deciding where and how to route new overhead lines, such as by seeking to avoiding the areas of highest amenity value.

Figure 14 – Route Section 5: Ockbrook to Aston-on-Trent



Illustrative view of the proposed overhead line from Public Right of Way near River Derwent, Ambaston

Route Section 6:
Aston-on-Trent to Willington

Route Section 6 is the final part of the route and runs from Aston-on-Trent to Willington Substation. It includes the works needed to construct the overhead line and connect it into the existing substation.

The Proposed Route Alignment begins to the north west of Aston-on-Trent and heads south west. After crossing the A50, it runs parallel to the Castle Donington railway line, remaining to the south of the A50, before crossing the Trent and Mersey Canal and the railway line just north of Barrow upon Trent.

From here, the route continues broadly alongside the A5132 (Twyford Road) before entering Willington Substation from the north east.

The key permanent works proposed for this section include:

- building approximately 11 km of new overhead line between Aston-on-Trent and Willington Substation;
- undergrounding and re-routeing of multiple existing 132 kV overhead lines, where they intersect the proposed route; and
- adjustments to other lower voltage wood pole overhead lines.

National Grid is developing separate plans for an extension to the existing Willington 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 Environmental Statement, submitted as part of our application for development consent.

How our plans have developed since Stage 1 consultation

For this final section of the route, the overall approach remains similar to what was presented at Stage 1. However, feedback and further work have helped us refine how the route approaches Willington.

From Aston-on-Trent, the proposed route crosses the A50 and follows the northern edge of the Stage 1 corridor alongside the road. It then continues between the Castle Donington railway line and the A50 before crossing the Trent and Mersey Canal.

To the west of Barrow upon Trent, the route passes to the north of Twyford Road. This helps avoid the areas most affected by flooding within the Trent Valley floodplain.

At Stage 1, we presented options for how the route could approach Willington. Taking account of feedback and further assessment, we are now proposing a more central route. This reduces the amount of work needed to divert existing 132 kV overhead lines and helps limit disruption in the area.

The route would then enter Willington Substation from the north, which works best with the substation layout and helps keep the overall design as straightforward as possible.

These changes reflect how community feedback, supported by further assessment, has helped shape our proposals. We welcome further comments during this consultation.

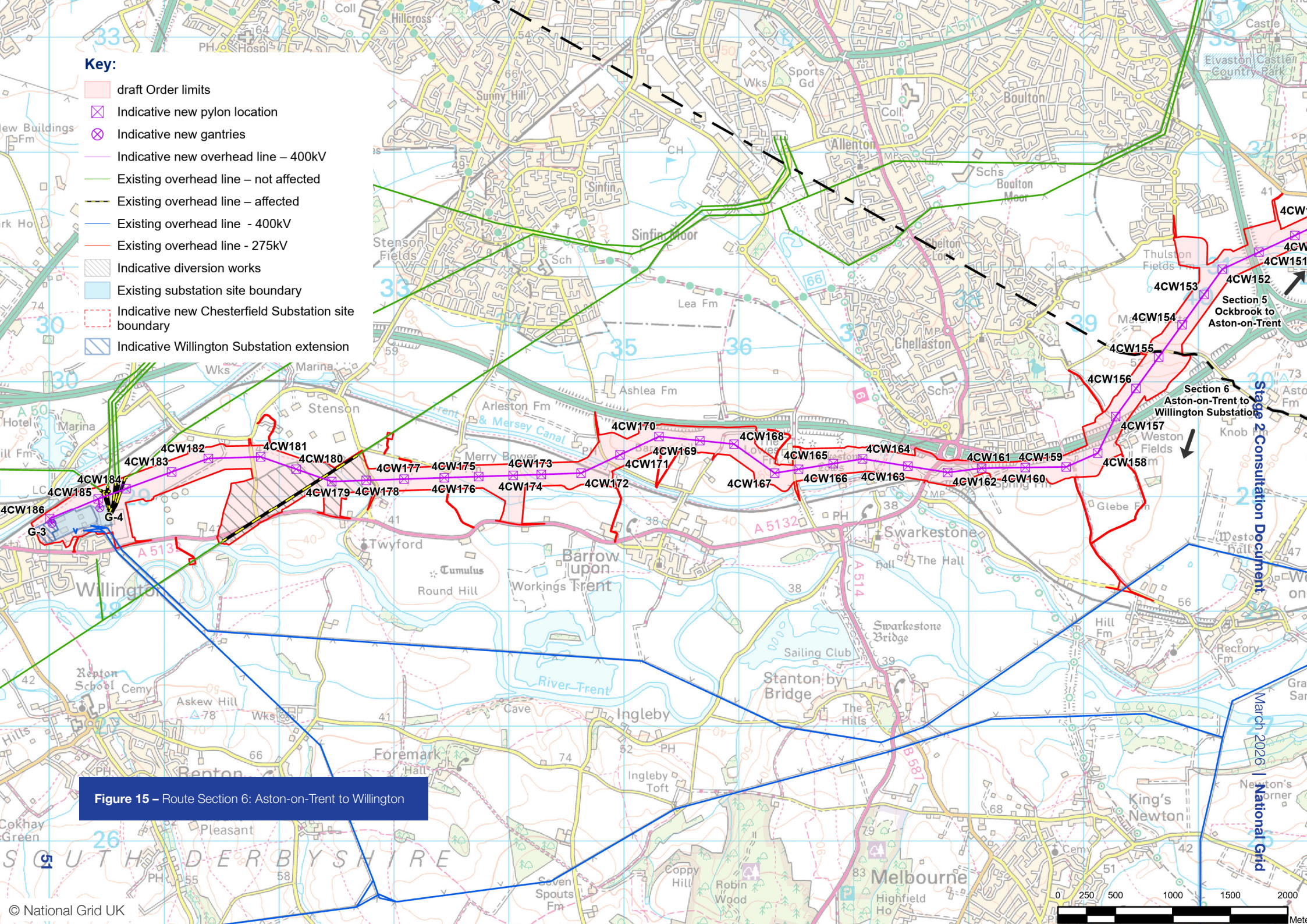


Figure 15 – Route Section 6: Aston-on-Trent to Willington

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Illustrative view of the proposed overhead line from Public Right of Way near Ingleby Road, Stanton by Bridge

Construction

Should consent be granted for Chesterfield to Willington, construction would start in 2029 and take around three years to complete.

The Project would require a mix of temporary and permanent infrastructure, including access routes and construction compounds. Preparatory works would involve diverting utilities and installing drainage to protect the land during construction and operation.

Construction activities would include equipment areas, site offices, haul roads, watercourse crossings, and diversions of public rights of way — all within the proposed Project boundary.

Before construction starts

- A photographic record would document the condition of construction and access areas to support appropriate land reinstatement.
- Biodiversity protection measures would be in place to avoid harm to species and habitats during construction.
- Final ground and archaeological surveys would inform baseline conditions and project design.
- Mature trees would only be lopped or felled if unavoidable, and in consultation with landowners or relevant authorities.
- Any hedgerow works would be discussed with stakeholders and guided by ecological surveys to protect wildlife.
- A Construction Traffic Management Plan, including Road Safety Audits, would be developed for access routes.
- We aim to minimise noise impacts on communities and comply with environmental standards and noise control codes.

Building overhead lines

Following surveys and land preparation, an initial step in building overhead lines is to set up a working area where each new pylon would be built, including access works after land preparations. Our construction teams lay foundations, then assemble the pylons in sections on the ground which are then craned into position. The number of sections for each pylon would vary according to the size and type of pylon.

Once the pylons are built, we hang the electrical wires that carry the electricity. This is known as ‘stringing’. We string a section of approximately ten pylons at a time. The electrical wires are pulled from one end to the other using large machinery.

The size, height and spacing of pylons is determined by safety, topographical, operational and environmental considerations.

Animations showing this process are available on our website.

These animations can be viewed by scanning the QR code:

Temporary construction compounds

Temporary construction compounds would be created at various points along the route to support construction activities. These would house offices, staff welfare facilities, car parking, and storage of plant, equipment and materials. They have a hard-standing surface, are secured by perimeter fencing, and would be removed at the end of the construction phase of the Project.

Haul roads

A temporary haul road is a type of road constructed specifically for use during construction to facilitate access and movement of materials, machinery, and people along the route. These roads are designed to handle heavy construction traffic and are typically removed after we have finished the work.

Constructing a substation

Constructing a substation involves several important steps to ensure it works properly and fits into the local environment. First, the site is prepared by clearing and levelling the area. Excavation is done to create space for the foundations, and the removed earth may be used to reshape the surrounding landscape. Foundations are built to support heavy equipment like transformers and circuit breakers.

Next, the construction of buildings and structures begins. These are designed to meet the specific needs of the substation. The installation of high voltage equipment is a crucial part of the process. Large components are delivered and installed, such as transformers, switchgear and circuit breakers. Busbars, which are metal bars that conduct electricity, are set up to connect the equipment. Ensuring these connections are secure is vital for the substation's operation.

An electrical connection is established between the substation and the National Grid network, which can be done using overhead lines. Once all the equipment is in place, thorough testing is conducted to ensure everything works correctly and safely. This includes checking transformers, circuit breakers and other systems to make sure they perform as expected.

Finally, the substation is officially brought into service, ensuring it meets all operational standards. Additional landscaping and aesthetic enhancements are added to integrate the substation into its surroundings.

Post construction

- Roads and footpaths would be reinstated to their original condition as far as reasonably practicable following completion of the main construction works.
- We would remove work areas and temporary access routes after construction unless otherwise agreed with landowners.
- We would reinstate agricultural land to the pre-works condition as far as reasonably possible to the satisfaction of the landowner and occupier.
- Any fences and walls we remove during construction would be reinstated.
- Where feasible, we would replace the planting of trees and hedgerows.

Construction management

We would put in place a number of management plans to minimise impact on the environment and communities during the construction phase.

Contractors that undertake work on behalf of National Grid would be required to follow strict measures and controls to manage the potential environmental impacts of construction such as dust, noise and lighting. Archaeologists and ecologists would support the project during construction where necessary.

This would help to ensure the work is managed in a sensitive way and protect the local environment.

Best practice guides

Read our '**Construction best practice for overhead line installation**'[6] guide which details National Grid's approach to good practice when we carry out work to install, maintain and operate overhead lines.

[6] Construction best practice for overhead line installation https://www.nationalgrid.com/document/340436/download

Managing and mitigating effects

Our detailed environmental and technical assessments are helping us to understand the potential effects on local communities and the environment during construction and operation, such as traffic, noise, dust and cumulative impacts with other projects.

We will carry out an Environmental Impact Assessment (EIA) and submit a full Environmental Statement (ES) reporting on the EIA, as part of our application for development consent.

We use best practice Environmental Impact Assessment techniques to assess the possible effects of our works on the environment and identify opportunities to avoid, reduce or mitigate these effects and for delivering Biodiversity Net Gain (BNG).

As part of this consultation, we are seeking views on the potential environmental effects of the proposals and whether consultees have suggestions for reducing these effects.

This information is detailed in the **Preliminary Environmental Information Report (PEIR)**. The PEIR outlines our findings to date and explains how we propose to manage these effects and how we propose to maximise the benefits of the Project.

The PEIR, along with a non-technical summary of its findings, is available on our project website **nationalgrid.com/chesterfieldtowillington**.

Biodiversity Net Gain (BNG)

BNG is a way to ensure that the environment is left in a better state after construction than it was before the work started.

We have committed to achieving a minimum of 10% BNG for new major projects to ensure we leave the site and local area in a measurably better state than before the development took place. BNG can be achieved through habitat creation and/or enhancement and may be delivered on site or off site.

Keeping communities informed throughout construction

Open, clear, and consistent communication is at the heart of how we deliver projects. We understand that construction can bring both apprehension and disruption, which is why we are committed to keeping communities informed every step of the way.

To ensure transparency throughout the construction period, we would:

- provide regular updates to stakeholders and the wider community;
- establish dedicated communication channels for questions and feedback; and
- host periodic meetings to share progress and address any concerns directly.

Information for landowners

When developing our proposals, we need to understand who has a legal interest in the land in and around the areas being considered as part of the Project.

In the DCO process, anyone with a legal interest in land is known as a person with an interest in land (PIL). If you are identified as a PIL, we will contact you directly.

While much of the information we need is available on public registers, we have appointed land referencing firm, Ardent, to contact individual landowners to verify the publicly available information and ensure we have made best efforts to identify any potentially impacted landowners.

Ardent will also assist with contacting landowners and occupiers to arrange access for any surveys which we will carry out throughout the development process.

More detailed information for landowners, along with relevant contact information can be found on the landowner page of our Project website.

If you are a landowner and believe your property may be affected by our proposals, and want to talk to our lands team, please email **chesterfield-willington@ardent-management.com** or call **0203 489 9414** or write to **Lands team, Ardent, 36-38 Botolph Lane, London EC3R 8DE**.

Next steps

We will carefully consider all feedback we receive as part our Stage 2 consultation, alongside the outcome of our ongoing technical and environmental assessments, as we finalise our proposals and prepare our application for development consent.

During this time, we will also:

- continue our discussions with landowners and people with a legal interest in land;
- continue briefing local elected representatives;
- continue working with local authorities and other stakeholders;
- carry out further technical studies, environmental assessments and surveys in the Project area;
- provide updates to those who have asked to be kept updated on our proposals via email. You can register for these updates on our website; **nationalgrid.com/chesterfieldtowillington**; and
- post updates on the Chesterfield to Willington Project website at **nationalgrid.com/chesterfieldtowillington**

Once we have prepared our application we will apply to the Planning Inspectorate, seeking development consent to build Chesterfield to Willington.

Our submission will include a **Consultation Report**, showing how we have taken account of feedback received at all stages of consultation.

The Planning Inspectorate will examine our proposals and make a recommendation on the application to the Secretary of State, who will make the final decision on whether to grant consent.

If consented, we expect construction work would start in 2029, with Chesterfield to Willington operational by 2031.

Scan this QR code to view a short film about the Development Consent Order process.

Project timeline

May – September 2024
Stage 1 consultation

March – April 2026
Stage 2 consultation

2027
Development Consent Order application submission

2027-2028
Examination and decision

2029
Construction starts

2031
Fully operational

All timings are indicative and subject to change as the Project progresses.

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