

## The Great Grid Upgrade

Chesterfield to Willington

# Stage 2 consultation feedback form

March 2026

## Our Stage 2 consultation

**National Grid Electricity Transmission (NGET) would like to hear your views about our updated proposals for Chesterfield to Willington, 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.**

Chesterfield to Willington is part of The Great Grid Upgrade, the largest upgrade of the network in England and Wales in generations. It is needed as electricity demand is set to double by 2050 as the way we power our homes, businesses, industry and transport changes.

By boosting the capacity of the East Midlands network, Chesterfield to Willington will help transport electricity to around two million homes in the Midlands and beyond.

We are now seeking comments on our updated proposals, which have been informed by feedback received during Stage 1 consultation in spring/summer 2024, as well as technical assessments and the output from environmental surveys.

**This Stage 2 consultation will run for eight weeks, from 12pm on Tuesday 3 March to 11:59pm on Tuesday 28 April 2026.**

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.

Return your completed feedback form at no cost by Tuesday 28 April 2026 to **FREEPOST NATIONAL GRID PROJECTS (JBP)** or email it to **[chesterfield-willington@nationalgrid.com](mailto:chesterfield-willington@nationalgrid.com)**

## Our proposals

**Feedback from Stage 1 consultation – along with technical assessments and environmental surveys – has helped us refine our plans and we welcome comments on our updated proposals.**

You can learn more about the feedback we received as part of our Stage 1 consultation and how we considered it as we developed our proposals in our **Stage 1 Consultation Feedback Report**. This can be found in the document library on our Project website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington). We are now consulting on a more detailed design.

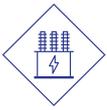
**For Stage 2 consultation, we are asking for your feedback on all aspects of the Project, which include:**



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;



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



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');



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 will deliver an overall Biodiversity Net Gain (BNG).



You can learn more about our proposals in our Stage 2 Consultation Document. This can be found in the document library on our Project website at [nationalgrid.com/chesterfieldtowillington](https://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 achieve a minimum of 10% BNG for new major projects. BNG can be achieved through habitat creation and/or enhancement and may be delivered on site or off site.

## Further information

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

- **Stage 2 Consultation Document:** providing a comprehensive overview of the Project, the Stage 2 proposals and how to find out more information and respond to the consultation;
- **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 and 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 each of the elements 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 significant 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 download from our Project website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington)

Printed copies of many of our consultation documents are available free of charge on request. These can be requested by emailing [chesterfield-willington@nationalgrid.com](mailto:chesterfield-willington@nationalgrid.com) or by calling **0800 073 1047** (Monday to Friday, 9am–5:30pm). Some technical documents may be subject to a printing charge.

Key consultation documents will be available to view at local information points, and printed copies of all documents listed above will be available to view at our consultation events (details can be found on the Project website, our **Stage 2 Consultation Document** and in the consultation newsletter).

## Changes to the Project

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.

We are now presenting our updated proposals and welcome your views. Key changes from 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 learn more about the feedback we received as part of Stage 1 consultation and how we considered it as we developed our proposals in our **Stage 1 Consultation Feedback Report**. This can be found in the document library on the Project website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington).



## How to provide your feedback

Please submit your response to this consultation by **11:59pm on Tuesday 28 April 2026**. We cannot guarantee that responses received after this time will be considered.

Your feedback will play an important part in shaping our plans before we submit our application for development consent, which we anticipate will be in 2027.

It is not necessary to complete all the questions if you do not wish to do so.

Our DCO application will include a **Consultation Report**, which will detail how we have taken account of the feedback we have received after all stages of consultation.

We encourage you to read our consultation materials and take the opportunity to ask any questions before providing your feedback. All of these materials are available to view and download on our Project website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington).

To let us know your thoughts on the Project, you can:

- complete an online feedback form on our website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington) or by scanning the QR code;



- email your comments to [chesterfield-willington@nationalgrid.com](mailto:chesterfield-willington@nationalgrid.com);
- post your written responses to: **FREPOST NATIONAL GRID PROJECTS (JBP)** no stamp or further address required; or
- complete a printed feedback form and return it using the Freepost address above.

## Identifying the locations of specific pylons and other infrastructure

**Where possible, we encourage you to refer to specific locations that are most important to you including the pylon reference.**

The proposed route included has been split into six Route Sections to make it easier to view and provide feedback about areas of particular interest.

- **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

Consultation plans, along with the interactive Project map, will enable you to identify the proposed pylon locations, the area where the substation is proposed and other areas for temporary or permanent use such as access routes or construction areas.

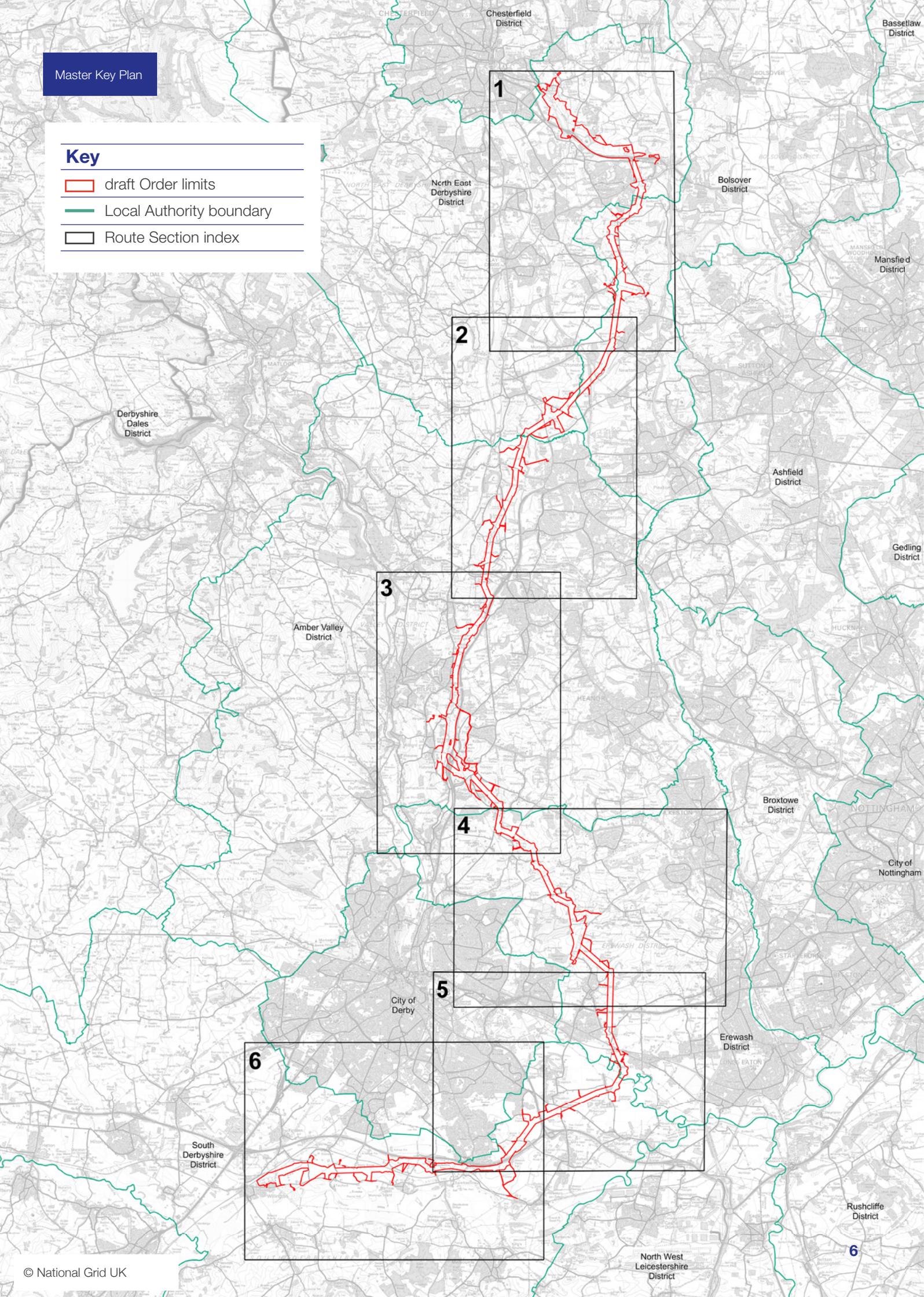
This information will help you to provide feedback, and the maps can be viewed at the public information events and on the Project website at [nationalgrid.com/chesterfieldtowillington](https://nationalgrid.com/chesterfieldtowillington).

A **Guide to Interacting with our Consultation Plans** has also been published on our website to help you navigate to the plans most relevant to you.

If you wish to receive paper copies of the consultation documents or need them in another format, please get in touch by freephone on **0800 073 1047** (Monday to Friday, 9am–5:30pm) or by email at [chesterfield-willington@nationalgrid.com](mailto:chesterfield-willington@nationalgrid.com) (please note that print charges may apply).

**Key**

-  draft Order limits
-  Local Authority boundary
-  Route Section index





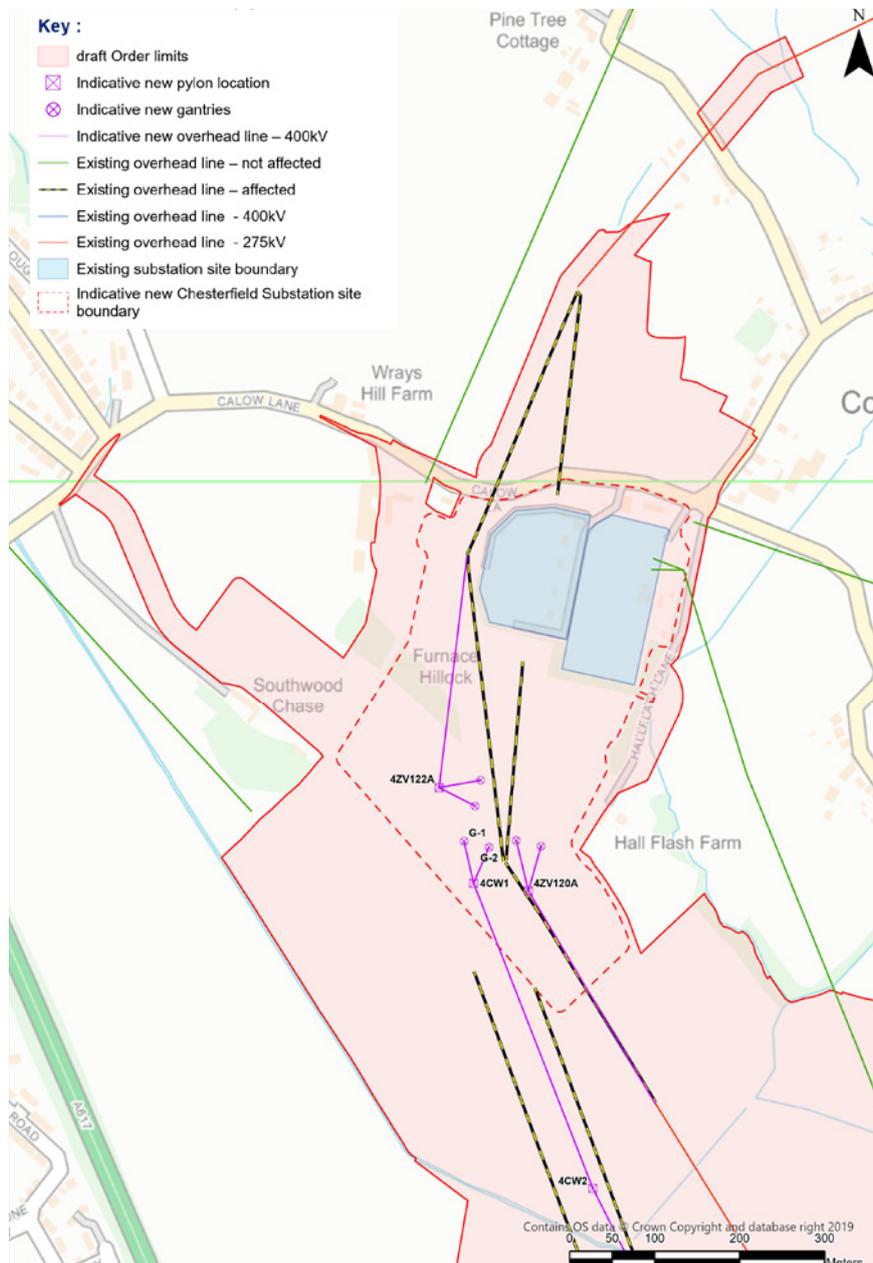
# Route Section 1: Chesterfield to Tibshelf

Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment and substation siting.

## How our plans have developed since Stage 1 consultation

### New Chesterfield Substation

At Stage 1 consultation we explained that the separate Chesterfield to High Marnham project included a proposal to build and operate the new Chesterfield Substation which would form the northern connection point for Chesterfield to Willington. At present, the new Chesterfield Substation is expected to be delivered through that project. 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. Please provide any feedback you have about the proposed new Chesterfield Substation through this consultation.



**New Chesterfield Substation**

© National Grid UK

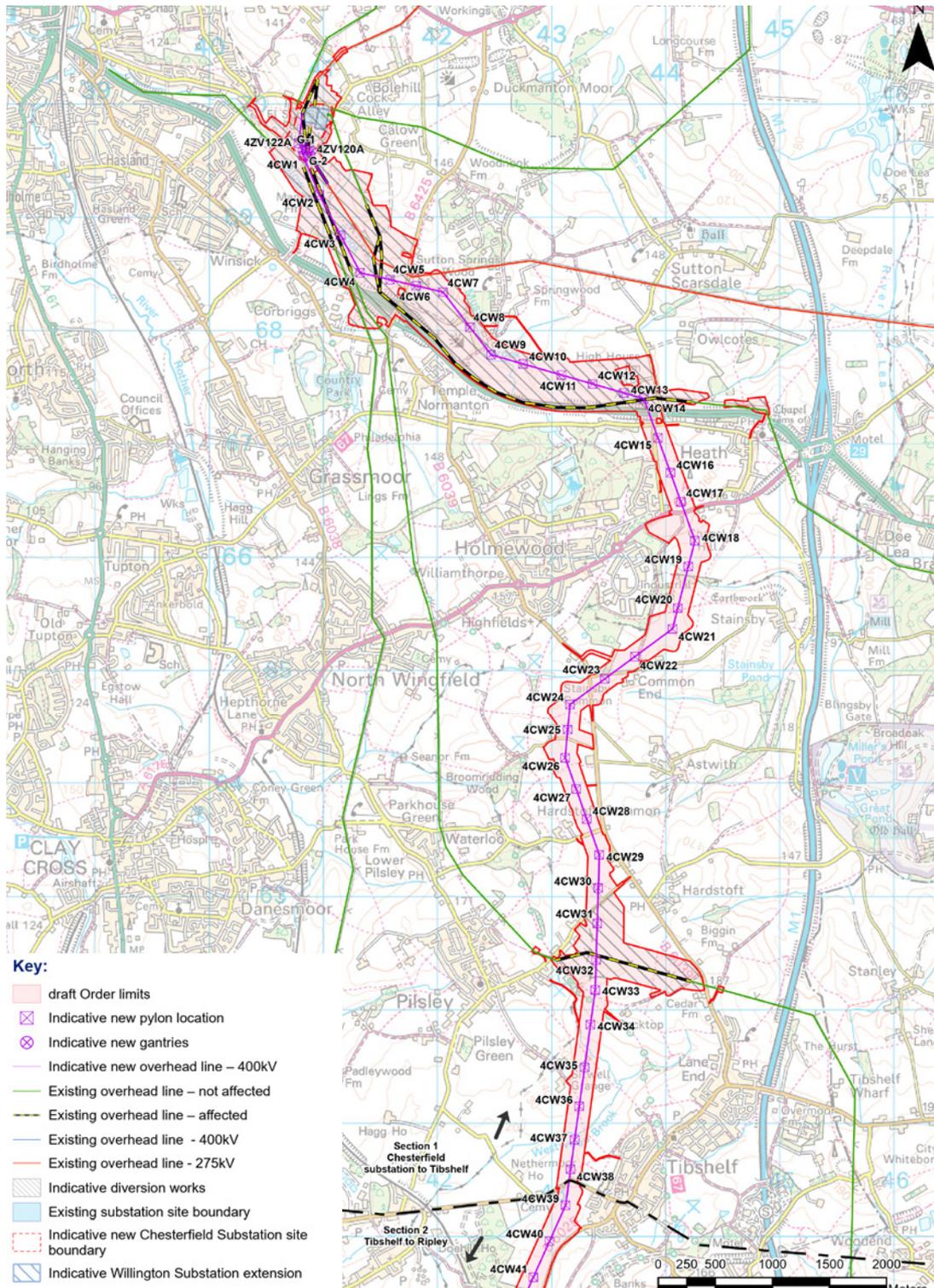
**Q1. Do you have any comments on our proposals for a new Chesterfield Substation, including on the siting, design and appearance?**

## Proposed Route Alignment and changes outside the Stage 1 corridor

Between the new Chesterfield Substation and the B6039 (Chesterfield Road) south west of Holmewood Industrial Estate, the route remains unchanged within the corridor as presented at Stage 1.

Between Astwith and Tibshelf we are presenting an alternative route, outside the Stage 1 corridor, which considers the local landscape, access issues and the area's mining history. This is following Stage 1 feedback and further engineering studies. 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.



Route Section 1: Chesterfield to Tibshelf

**Q2. Do you have any comments on Route Section 1, including on the points listed below?**

- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Proposed modifications to existing lower voltage overhead lines.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

# Route Section 2: Tibshelf to Ripley

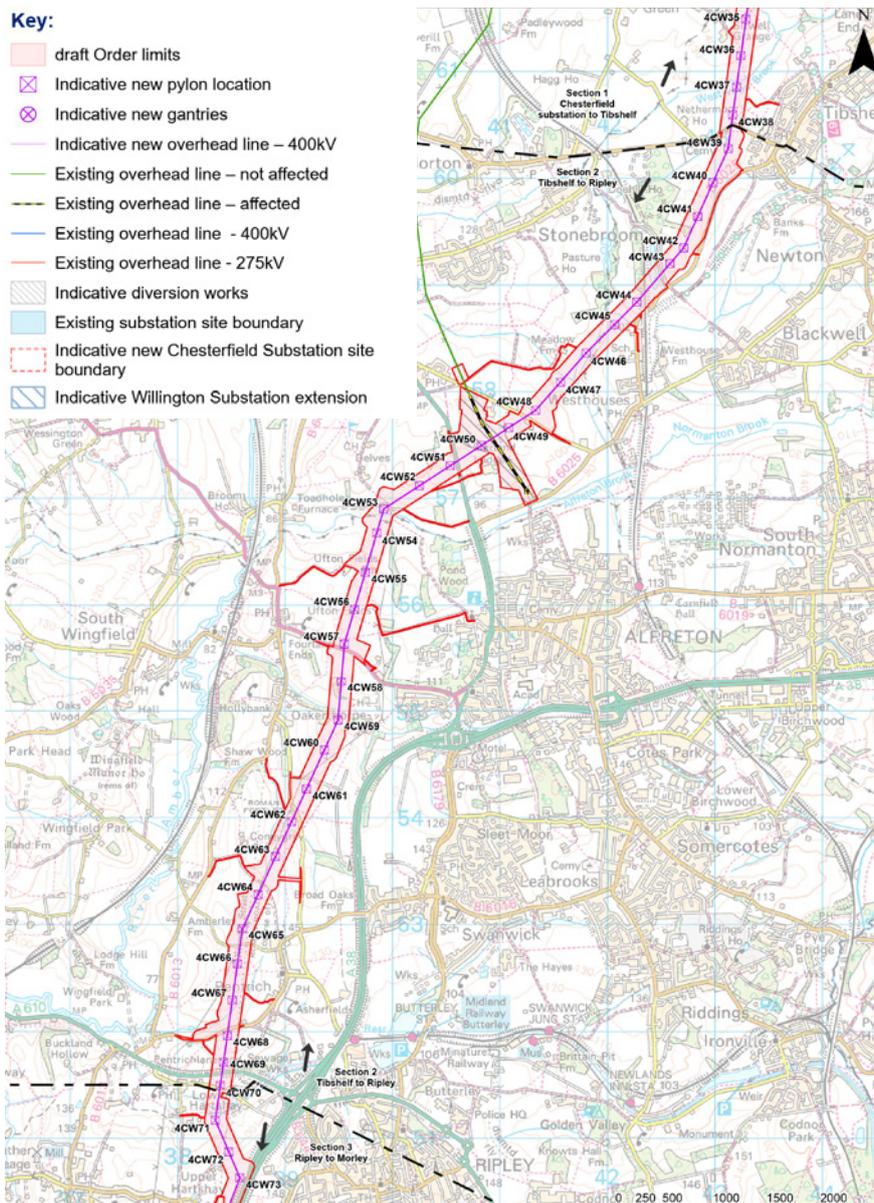
Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment.

## How our plans have developed since Stage 1 consultation

Between Tibshelf and Oakerthorpe we are presenting an alternative route outside the Stage 1 corridor, which avoids most of the River Amber valley. This is following Stage 1 feedback and further engineering studies. 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 South Wingfield Conservation Area, the Midland Main Line railway, the River Amber and its associated floodplain.



Route Section 2: Tibshelf to Ripley

**Q3. Do you have any comments on Route Section 2, including on the points listed below?**

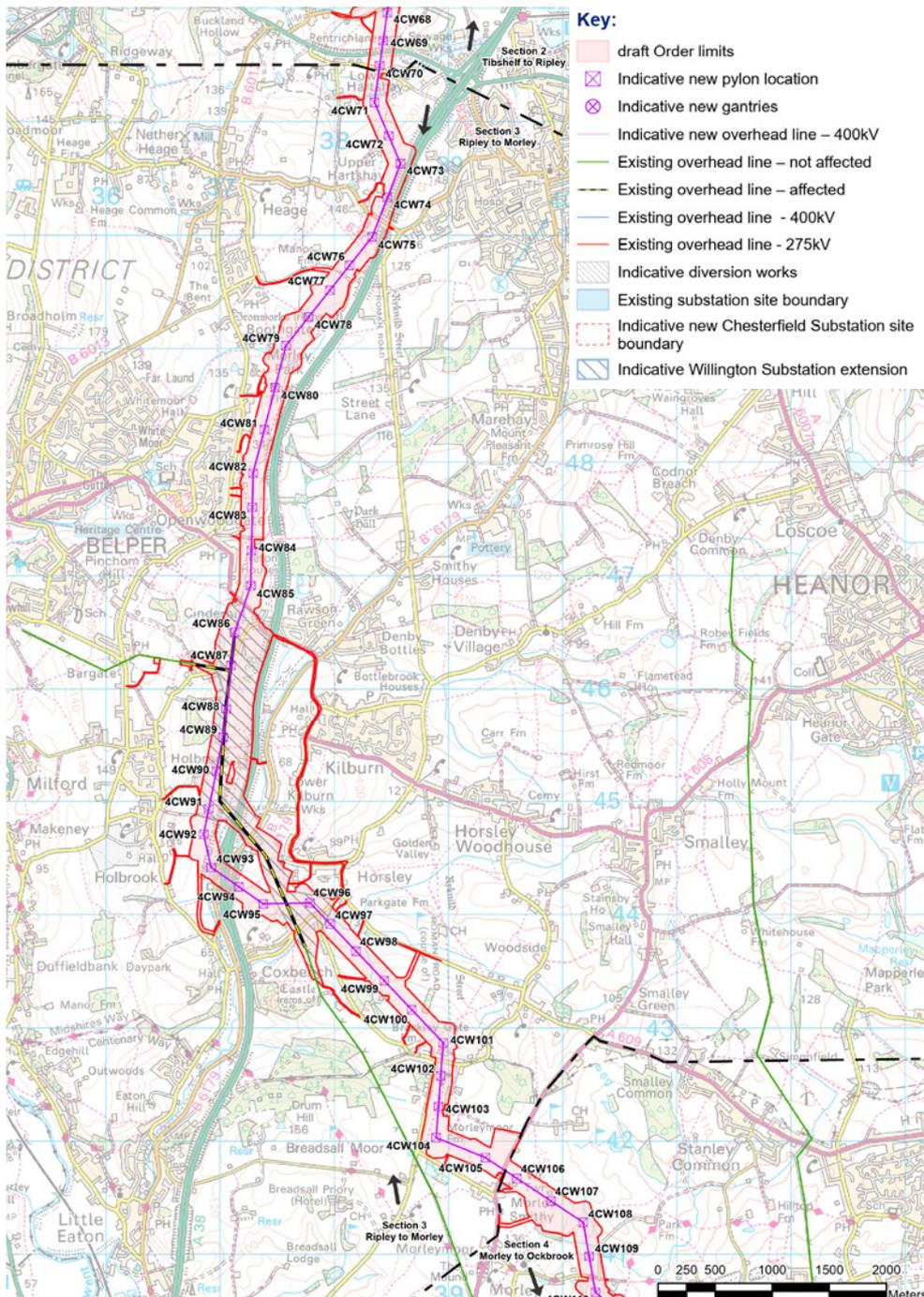
- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Changes we have made to this area since Stage 1 consultation.
- Proposed modifications to existing lower voltage overhead lines.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

# Route Section 3: Ripley to Morley

Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment.

## How our plans have developed since Stage 1 consultation

At Stage 1 we presented options to route either to the east or west around the settlements of Denby Bottles, Denby Village, Rawson Green, Kilburn, and Horsley Woodhouse. Stage 1 feedback and information from further engineering studies has influenced the location of the route along the western side of the Stage 1 corridor. We are proposing to follow, as far as reasonably practicable, existing infrastructure corridors including the 33 kV overhead line on the distribution network between Belper and Spondon, and the A38 strategic road network.



Route Section 3: Ripley to Morley

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**Q4. Do you have any comments on Route Section 3, including on the points listed below?**

- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Proposed modifications to existing lower voltage overhead lines, including undergrounding and rerouting a section of the existing Belper to Spondon 33 kV overhead line.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

# Route Section 4: Morley to Ockbrook

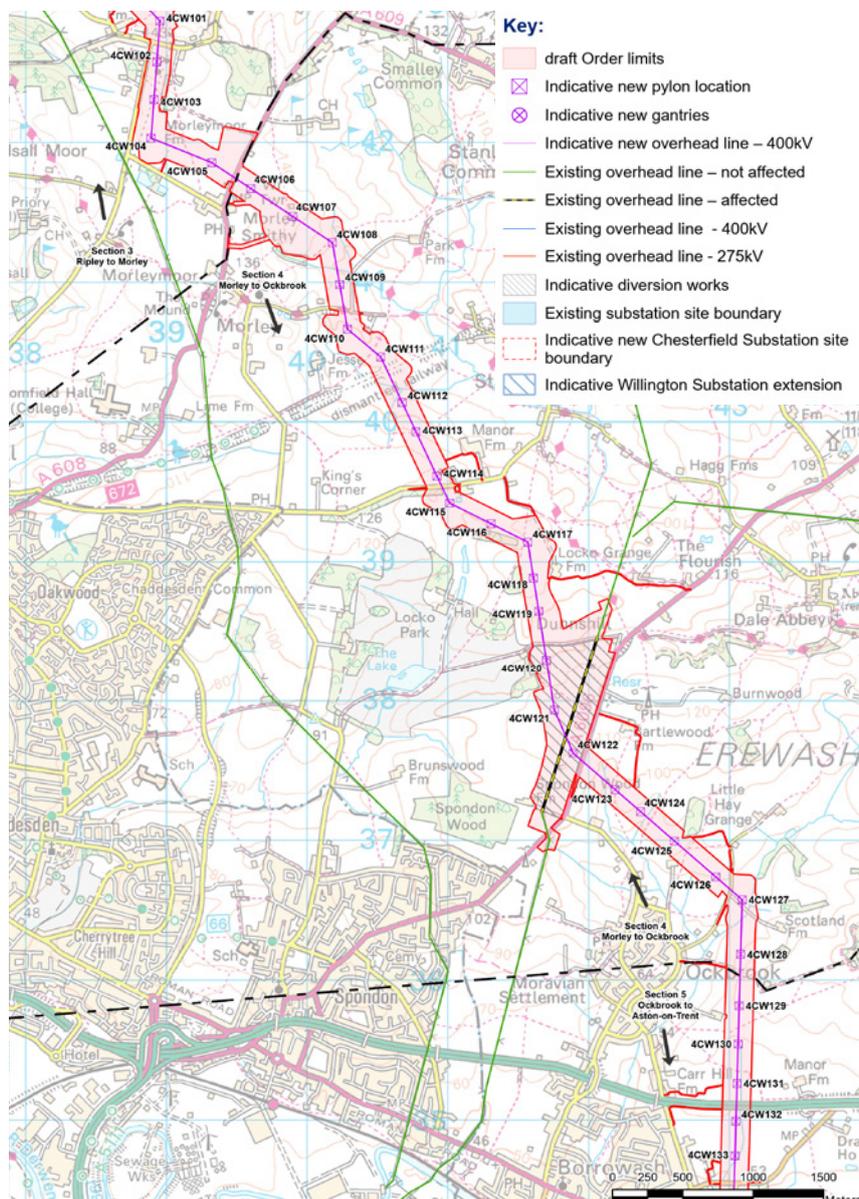
Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment.

## How our plans have developed since Stage 1 consultation

Route Section 4 remains broadly unchanged from the corridor presented at Stage 1.

From Morley Smithy, the route would run south east towards Dale Abbey along the western side of the corridor. At Stage 1 we showed a marginal preference to run near the centre of the corridor around the A6096/Dale Road. The proposed alignment now sits slightly further west to provide a more direct route, while balancing environmental effects and using landscape and woodland around Locko Park to improve screening.

After crossing the A6096/Dale Road, the alignment turns east, passing to the north east of Ockbrook to keep the route direct and avoid higher ground to the east where visual impacts would be greater.



Route Section 4: Morley to Ockbrook

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**Q5. Do you have any comments on Route Section 4, including on the points listed below?**

- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Proposed modifications to existing lower voltage overhead lines.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

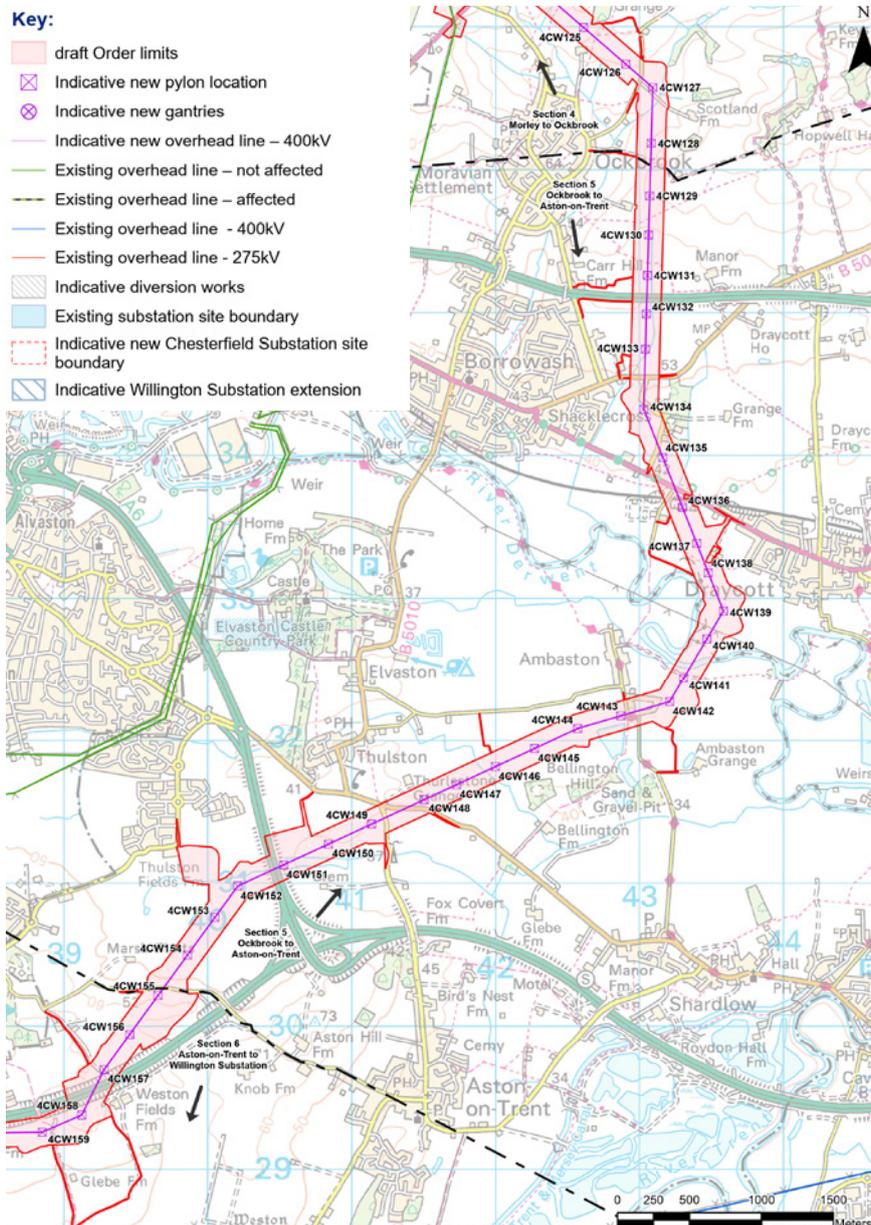
# Route Section 5: Ockbrook to Aston-on-Trent

Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment.

## How our plans have developed since Stage 1 consultation

From Ockbrook, the proposed alignment stays to the west side of the corridor presented at Stage 1, then crosses the A52, B5010 (Nottingham Road) and A6005. It then steps to the east side of the corridor to minimise the number of crossings over the River Derwent, mirroring the proposals shown at Stage 1.

During Stage 1, our proposals in this area included options east of and west of the corridor, up to the point where the route crosses the A50. Following further assessment, the Proposed Route Alignment is proposed to the west side of the corridor. This is mainly due to extensive historic landfill between the River Derwent and Shardlow and flood risk across the Trent Valley Floodplain. The western alignment offers a more direct route for the overhead line, with fewer changes in direction. This better aligns with the guidance for the siting of overhead lines to reduce their impact on the landscape.



Route Section 5: Ockbrook to Aston-on-Trent © National Grid UK

**Q6. Do you have any comments on Route Section 5, including on the points listed below?**

- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Proposed modifications to existing lower voltage overhead lines.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

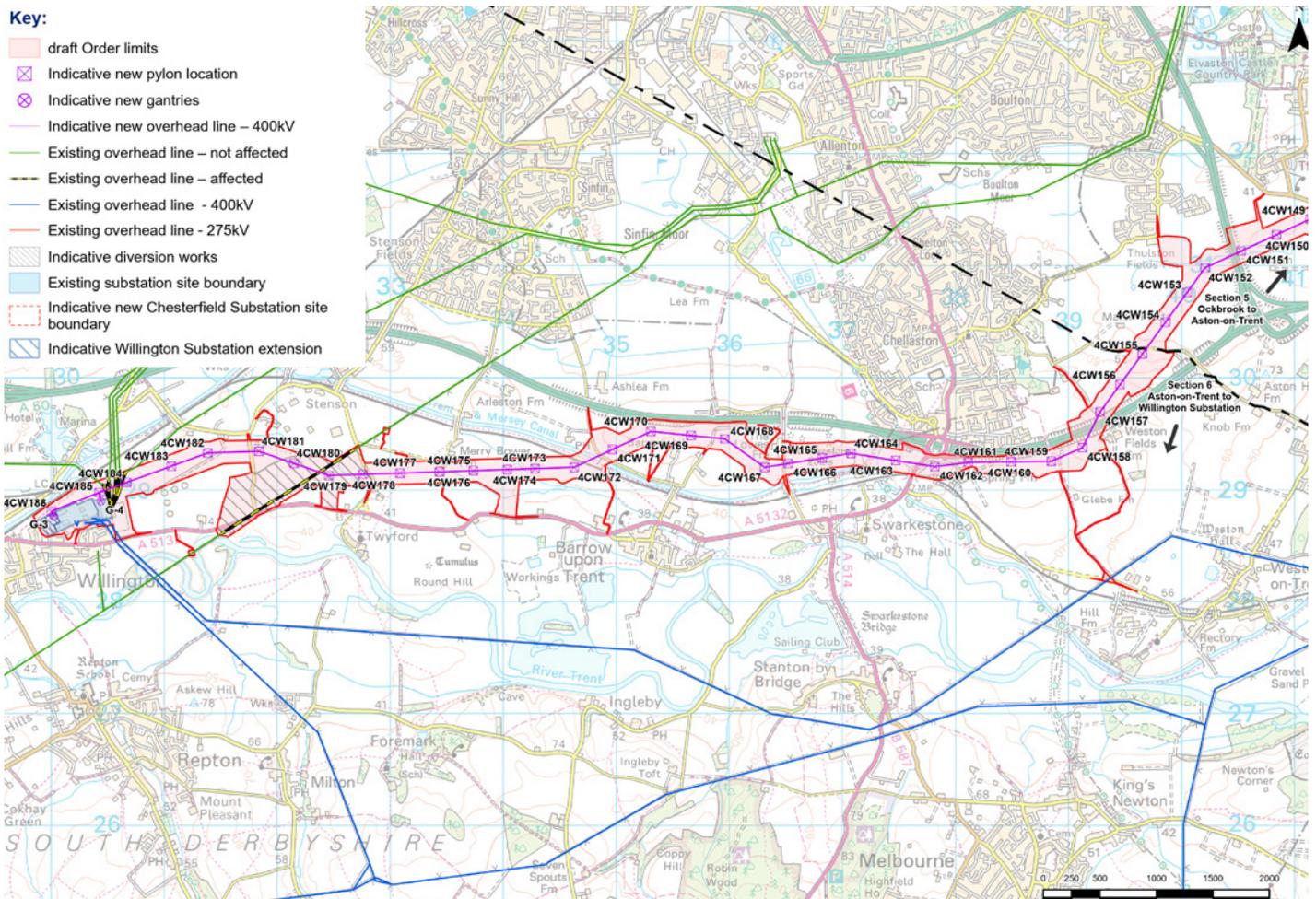
# Route Section 6: Aston-on-Trent to Willington

Please refer to the **Stage 2 Consultation Document**, the **Design Development Report (DDR)** and the **Preliminary Environmental Information Report (PEIR)** for more information on our proposals in this Route Section, including how we selected our Proposed Route Alignment.

## How our plans have developed since Stage 1 consultation

From Aston-on-Trent, the proposed route crosses the A50 and follows the northern edge of the corridor as presented at Stage 1, parallel to the A50. From there, the route remains as presented at Stage 1, running between the Castle Donington railway line and the A50 before crossing the Trent and Mersey Canal. West of Barrow upon Trent, the alignment would run north of the A5132 (Twyford Road) to stay outside the most prevalent areas of flood zone associated with the Trent Valley Floodplain, consistent with the Stage 1 corridor.

Near Willington, two options were presented at Stage 1 – continuing alongside the A50 then the Midland Main Line, or following the north side of the A5132 via Twyford. We are now proposing that the alignment is routed more centrally, primarily to reduce the extent and complexity of diversionary works to existing 132 kV overhead lines. The alignment would then enter Willington Substation, terminating on the north side, to ensure compatibility with the substation design.



Route Section 6: Aston-on-Trent to Willington

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**Q7. Do you have any comments on Route Section 6, including on the points listed below?**

- Our proposed alignment for the overhead line.
- Proposed pylon locations (if you would like to comment on specific pylon locations, please refer to the numbering in the Project maps).
- Proposed modifications to existing lower voltage overhead lines.
- Our proposals for construction, including temporary and permanent access roads and tracks, compounds and associated requirements.
- Environmental mitigation and opportunities for Biodiversity Net Gain.
- Any further comments on our proposals in this Route Section.

## General considerations

**Q8. Is there anything else you would like us to consider as we develop our proposals? Please provide details below.**

## About you – optional

We would be grateful if you could answer the following, optional, demographic questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements, and only in accordance with our Data Privacy Statement, as set out later in this form.

We may publish a summary of the results, but we would not reveal any information about individuals. The answers you provide to some of these questions are defined as ‘special category data’. If you agree to provide this information, you can withdraw your permission for us to use it in our reports at any time. To withdraw your permission, please contact us via email at [chesterfield-willington@nationalgrid.com](mailto:chesterfield-willington@nationalgrid.com).

### Your contact details

We will only use these details in accordance with our Data Privacy Statement, as set out later in this feedback form, including to contact you and update you on the proposals. You do not have to fill in this section.

Title: \_\_\_\_\_ Address: \_\_\_\_\_  
 First name: \_\_\_\_\_  
 Surname: \_\_\_\_\_  
 Organisation/group (if responding on behalf of an organisation): \_\_\_\_\_ Postcode: \_\_\_\_\_  
 \_\_\_\_\_ Email: \_\_\_\_\_

- Please tick here if you would like us to keep you updated about our proposals via email and ensure that you have added your email address above.

### Q9. How would you describe your interest in Chesterfield to Willington?

- Local resident  
 Local representative (e.g. Councillor, MP)  
 Potentially affected landowner or tenant/occupier (please include your landowner reference number below if known)  
 Local business owner  
 Regular visitor to the area  
 Local interest group member (please specify below)  
 Statutory organisation (please specify below)  
 Other

**Please provide further details here if required:**

**Q10. What is your gender?**

- Male
- Female
- Non-binary
- Prefer not to say

**Q11. Do you consider yourself to be a person with a disability?**

- Yes
- No
- Prefer not to say

**Q12. How would you describe your ethnic background?**

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

**Please provide further details here if required:**

**Q13. What is your age?**

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

## Data privacy statement

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

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

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

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

Where you provide feedback as part of this consultation which is relevant to other National Grid projects, it may be included as indirect feedback for the other project(s).



## Next steps

This consultation closes at **11:59pm on Tuesday 28 April 2026**. We cannot guarantee that responses received after this time will be considered.

We will take all the feedback we receive during the consultation period into consideration as we continue to develop our plans for Chesterfield to Willington. We will summarise all feedback, and how we have considered it, in our **Consultation Report** which will form part of our application for development consent.

The Planning Inspectorate will review and examine our application and encourage the submission of views from statutory stakeholders such as local authorities as well as communities, and other interested parties. They will then make a recommendation to the Secretary of State for Energy Security and Net Zero, who will decide whether to grant consent to build the Project.

## Contact us

Please get in touch if you have any questions about our proposals for Chesterfield to Willington.

Call us:  
**0800 073 1047** Monday to Friday 9am-5:30pm.  
 An answerphone service is in place outside of these times.

Email us:  
**chesterfield-willington@nationalgrid.com**

Write to us:  
**FREEPOST NATIONAL GRID PROJECTS (JBP)**  
 no stamp or further address required

## Information for landowners

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





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

**[nationalgrid.com](https://nationalgrid.com)**