The Great Grid Upgrade

Weston Marsh to East Leicestershire

nationalgrid



Stage 2 Consultation Document

September 2026



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About National Grid

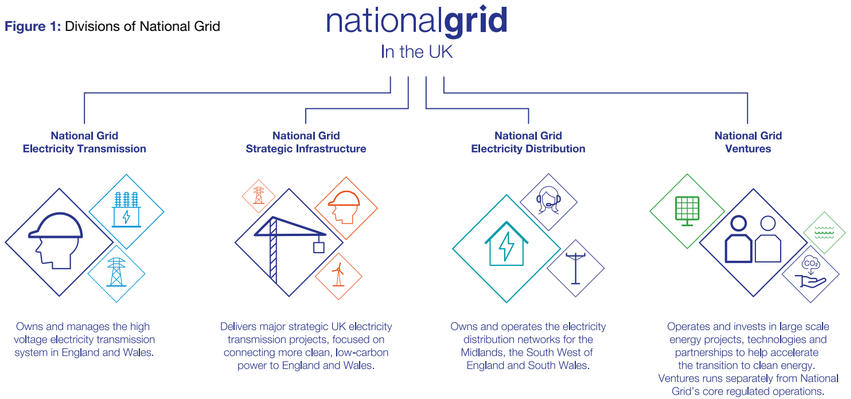
National Grid delivers electricity safely, reliably and efficiently to the customers and communities we serve – all while working towards building a secure, cleaner and more affordable energy system for the future.

We don't generate electricity ourselves. We own and maintain the high-voltage network in England and Wales, transporting electricity from where it is generated to where it is needed.

Weston Marsh to East Leicestershire is being developed by National Grid Electricity Transmission's (NGET's) Strategic Infrastructure delivery unit. We are required by law to make sure the project is efficient, coordinated and economical, while also considering people, places and the environment.

More information about this can be found in our Stakeholder, Community and Amenity Policy.

Figure 1: Divisions of National Grid



The Great Grid Upgrade

The way we generate and use electricity is changing. More and more of the things we rely on every day – from our homes and businesses to industry and transport – are being powered by electricity. As a result, demand for electricity is expected to more than double by 2050.

To ensure we continue to have the reliable energy system needed for the future, we need to upgrade the electricity grid now. Upgrading allows the system to carry more power and connect new sources of electricity to where it is needed most.

Much of the electricity network was built in the 1960s. This includes pylons, overhead lines and underground cables. It was designed for a different energy system and was not built to transport electricity from where it is now being generated.

New overhead lines are needed to connect new sources of electricity to the network. They will help meet the government target of connecting 50 GW of offshore wind. This is enough to power every home in the country with 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. It will connect cleaner energy from across the UK. This will help strengthen energy security and reduce reliance on imported electricity.

The Great Grid Upgrade will:

- Help make the UK's energy more self-sufficient.
- Support over 55,000 more UK jobs and contribute £14.5bn a year to the UK economy by the end of the decade.
- Contribute to lower energy bills over the long term.

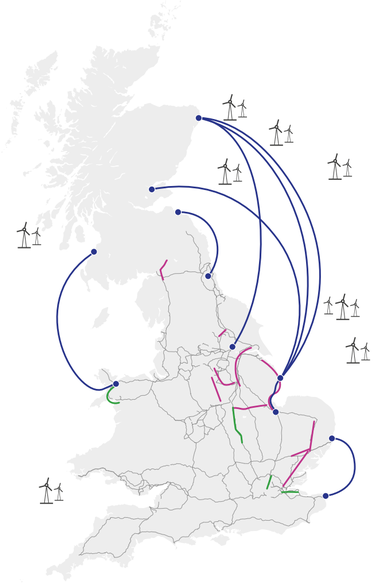


Figure 2: Map of existing high-voltage electricity transmission network and projects proposed as part of The Great Grid Upgrade

Key

- New offshore links
- New onshore infrastructure
- Upgrades to existing infrastructure
- Existing Scottish 400 kV transmission lines
- Existing English and Welsh 400 kV transmission lines

Welcome to our Stage 2 Consultation

Weston Marsh to East Leicestershire is a proposal to build new electricity infrastructure and upgrade parts of the existing network. This would help move secure, cleaner and home-grown energy from more affordable sources to where it is needed across the region and beyond. This would create a stronger, more reliable network for homes, schools, hospitals and businesses.

We are proposing:

New overhead line

Approximately 60 km of new overhead line from Weston Marsh in Lincolnshire to near Wartnaby in Leicestershire.

Two new substations

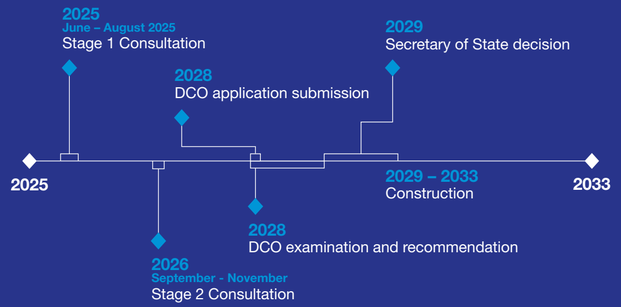
- **WMEL-A** near Corby Glen, Lincolnshire
- **WMEL-B** near Wartnaby, Leicestershire

Upgrading the existing line

Upgrading approximately 66 km of the existing overhead line from WMEL-B substation down to the existing Grendon substation in Northamptonshire.

Project timeline

The project is currently in the pre-application stage of the Nationally Significant Infrastructure Project (NSIP) planning process.



Our Stage 2 Consultation runs from **midday on Tuesday 8 September 2026 to 11:59pm on Tuesday 3 November 2026.**

Consulting on our proposals

Weston Marsh to East Leicestershire is a project of national significance. This type of project requires a special type of planning consent that can also authorise the compulsory acquisition of land and rights over land known as a Development Consent Order (DCO).

This is the second public consultation on our proposals for the project. Our Stage 1 Consultation was held between 11 June 2025 and 6 August 2025. It allowed us to introduce the project, answer questions and listen to feedback on our early proposals. Thank you to everyone who took the time to provide comments.

Since Stage 1 we have reviewed feedback from local residents, community representatives, environmental bodies and other stakeholders. Together with environmental surveys and technical assessments, this has helped us develop and refine our proposals.

Throughout this document, we explain how the project has evolved since Stage 1 Consultation, including the changes we have made and the factors we have considered as part of the ongoing design process.

At this stage of consultation, we are sharing the latest version of our proposals. We would really like your feedback to help us better understand local considerations and opportunities. It will help us review whether there are practical ways to avoid, reduce or mitigate potential impacts and ensure they are considered as we continue to refine the project and carry out further environmental surveys and technical assessments.

We will then submit our DCO application to the Planning Inspectorate in 2028.

After we submit our application, the Planning Inspectorate will examine our proposals. Everyone will have the opportunity to comment during the examination. This includes local authorities, local communities and other interested parties. 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 Stage 1 Consultation in numbers

11,197
newsletters sent to addresses within 1 km of our proposals

842
people attended our eight in-person consultation events

936
feedback responses received

47
people attended our five online events

Scan this QR code to view a short video about a Development Consent Order.

Providing feedback

We would like to hear your views on our updated proposals for Weston Marsh to East Leicestershire. Your feedback will help inform our plans before we prepare and submit our DCO application.

During this Stage 2 Consultation, we welcome your views on our updated proposals, including:

- the proposed new route and existing line upgrade
- our construction proposals
- any other information that would be useful in developing our proposals.

We have published a range of consultation materials on our website, including detailed maps, technical documents and an interactive map to help you understand the proposals and provide informed feedback.

You can view these materials at **nationalgrid.com/wmel** or by scanning the QR code.

How to respond

You can respond to the consultation in several ways:

Complete a feedback form on our website at:
nationalgrid.com/wmel

Email your comments to:
ContactWMEL@nationalgrid.com

Post your written responses to:
FREEPOST WM TO EL
(no stamp or further address required)

Complete a printed feedback form and return it using the Freepost address above.

Please submit your feedback by 11:59pm on Tuesday 3 November 2026.

You can also meet the project team at our public information events, where you can view the proposals in more detail and ask questions about the project.

Details of our public information events and local information points can be found on pages 52-54.

How our proposals are shaped

Our design has been influenced by several key factors. These include:

- feedback from our Stage 1 Consultation
- ongoing engagement with local communities, landowners, local authorities and other stakeholders
- surveys (you can read more on page 33).

Together, they have helped us develop proposals that balance technical requirements, environmental considerations and community feedback.

We are committed to developing this project in line with our legal responsibilities.

Our design aims to deliver value for money while helping to protect and enhance the environment and biodiversity.

What happens when you share your feedback:

01 You provide us with **your feedback**

02 We **process and organise** all feedback

03 Each piece of **feedback is carefully analysed**

04 Feedback which identifies potential changes to **improve the project or reduce impacts on people, communities and the environment**, will be considered as the design develops

05 **Specialist teams including** ecology, ornithology, engineering, hydrology, landscape, historical and land experts review your feedback

06 Changes that are feasible, and do not compromise the project's technical, safety or regulatory requirements, will be **incorporated into the final design**

Why is Weston Marsh to East Leicestershire needed?

An existing network built for the past

Like much of the country, the network in the East Midlands was largely developed in the 1960s. It was designed to supply regional demand and carry electricity from fossil fuel power stations in the North and Midlands to major cities.

The National Energy System Operator (NESO) plans how the electricity network needs to develop to meet future demand. It has identified that the network across the East Midlands needs to be upgraded to accommodate the increased energy supply needed.

A changing energy system

The way electricity is generated and used has changed significantly since the 1960s.

More secure, cleaner and home-grown electricity is currently being generated off the coast of Scotland and along the east coast of England. At the same time, demand for electricity is forecast to more than double by 2050.

As a result, there is an increasing need to move this power inland from the east. The proposed new overhead line would connect to the existing high-voltage transmission network in Lincolnshire and Leicestershire, helping to move electricity safely, reliably and efficiently to where it is needed.

By upgrading the existing overhead line in Leicestershire and Northamptonshire, we will also be able to carry more electricity into the wider region and beyond.

Strengthening the network for the future

Our proposals for Weston Marsh to East Leicestershire would help create a stronger and more resilient electricity network between Lincolnshire and the wider East Midlands.

Increasing the network's capacity would allow more secure, cleaner and home-grown electricity to be transported safely, reliably and efficiently to where it is needed.

This would help support homes, schools, hospitals and businesses across the region and beyond, while ensuring the network is better prepared for future electricity demand.

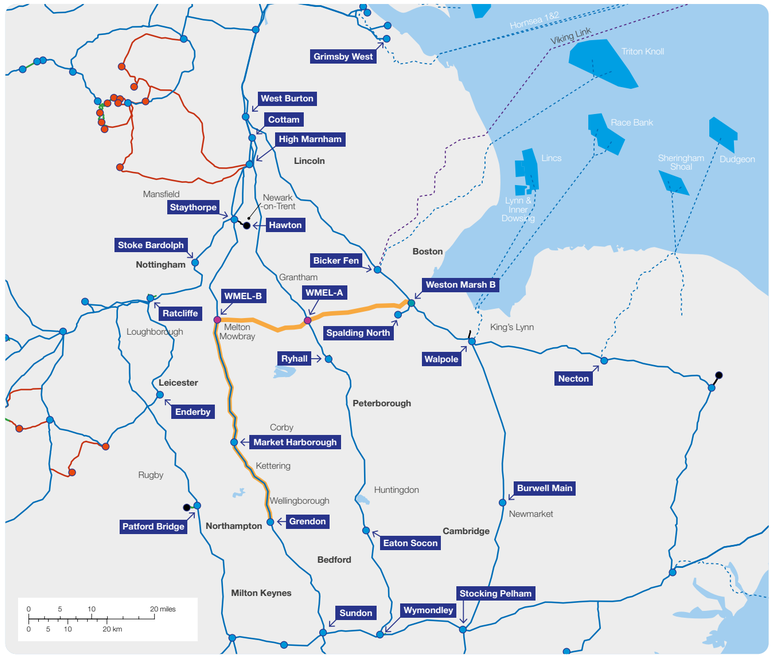


Figure 3: Location of the proposed Weston Marsh to East Leicestershire project within the wider National Grid network

Proposals by location

Last summer, at our Stage 1 Consultation, we showed a preferred corridor. This was the wider area we were considering for the route.

Since then, we have carefully reviewed the feedback we received and carried out further environmental and technical studies. This has helped us refine our proposals.

Understanding the local area and what matters most to people who live and work here is a vital part of developing our proposals. Local knowledge helps us understand the places, landscapes and communities that people value. By combining this insight with detailed environmental evidence, we can make more informed decisions as we refine the project.

For Stage 2 Consultation, the proposed route is split into five Route Sections based on local authority boundaries:

- **Route Section 1:** South Holland
- **Route Section 2:** South Kesteven
- **Route Section 3:** Melton
- **Route Section 4:** Harborough
- **Route Section 5:** Northamptonshire

In some areas, the draft Order Limits now extend beyond the preferred corridor presented at Stage 1. These changes reflect consultation feedback and ongoing design development, helping to address environmental, engineering, and access requirements.

The following pages provide a summary of the proposals for each Route Section. The maps show the Stage 1 **preferred corridor** in **grey** and proposed pylon locations as black dots. The **blue outline** shows the draft Order Limits for new infrastructure. The **orange outline** shows the draft Order Limits for upgrades to existing infrastructure. Each Route Section also includes a summary of the key issues and constraints in that area, the changes made since Stage 1 Consultation, and the potential environmental effects identified through our assessments to date.

For an overview of the specific potential effects being assessed for the proposed new infrastructure, see page 33.

Information on what may be noticed during the proposed route upgrade works can be found on page 43.

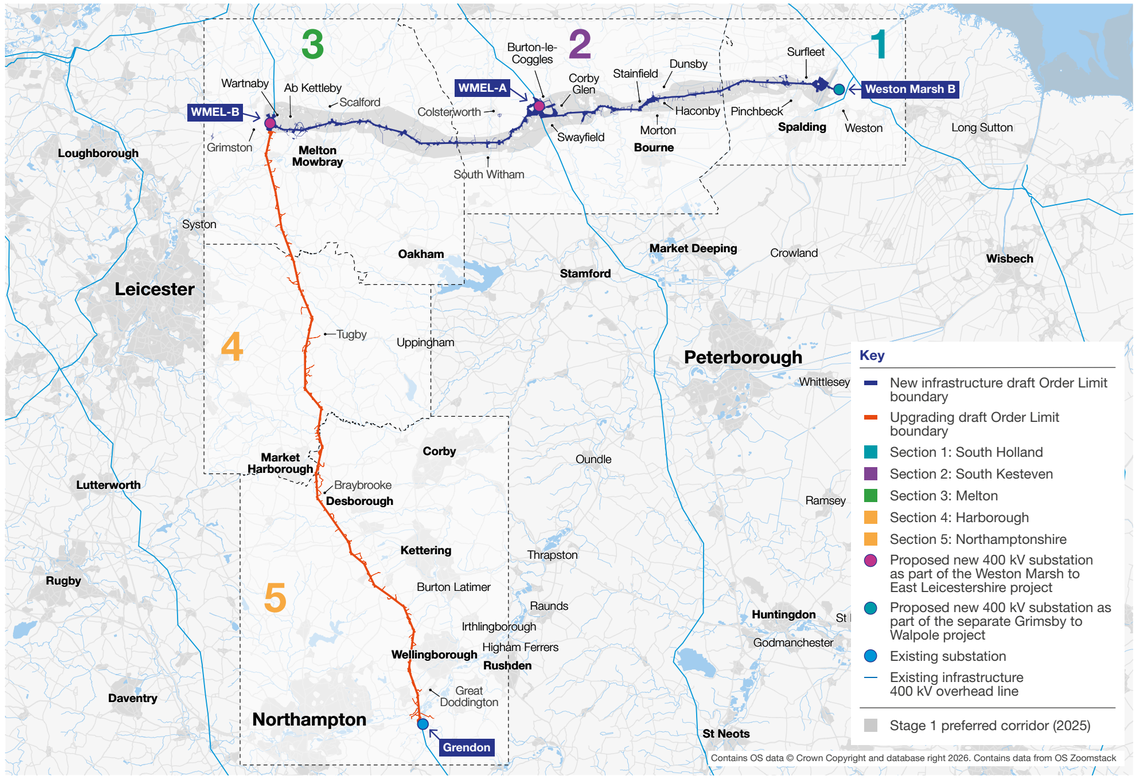
Draft Order Limits

Draft Order Limits show the area within which the project could be built, operated and maintained. This includes land needed for permanent infrastructure, temporary construction works, access routes and other associated works.

Please note that the draft Order Limits are not final. We will continue to refine our proposals before submitting the final design for DCO approval.

Weston Marsh to East Leicestershire
September 2026 | National Grid

Proposals by location



Route Section 1:
South Holland

Route Section 1 runs from Weston Marsh B substation, located between Weston and Surfleet, to South Forty Foot Drain. Weston Marsh B substation is proposed as part of the separate Grimsby to Walpole project.

The route passes through open Fenland countryside, shaped by farmland, drainage channels and scattered belts of trees. Nearby communities include Weston, Surfleet and Pinchbeck. It also crosses several important watercourses, including the River Welland, River Glen and Vernatt's Drain.

In this section, we are proposing around 11 km of new 400 kV overhead line supported by steel lattice pylons. Permanent works would also include access for inspection and maintenance, drainage works, environmental enhancements and any other infrastructure needed to operate the overhead line.

You can find out more about the Grimsby to Walpole project by scanning this QR code.

How our plans have developed since Stage 1 Consultation

At Stage 1, the preferred corridor showed several possible locations for the route between Surfleet and Pinchbeck. We are now proposing a single route in the northern part of the corridor.

This reflects feedback we received at Stage 1 – to align the route closer to Surfleet than Pinchbeck. Following careful assessment, we were able to incorporate this into the project design.

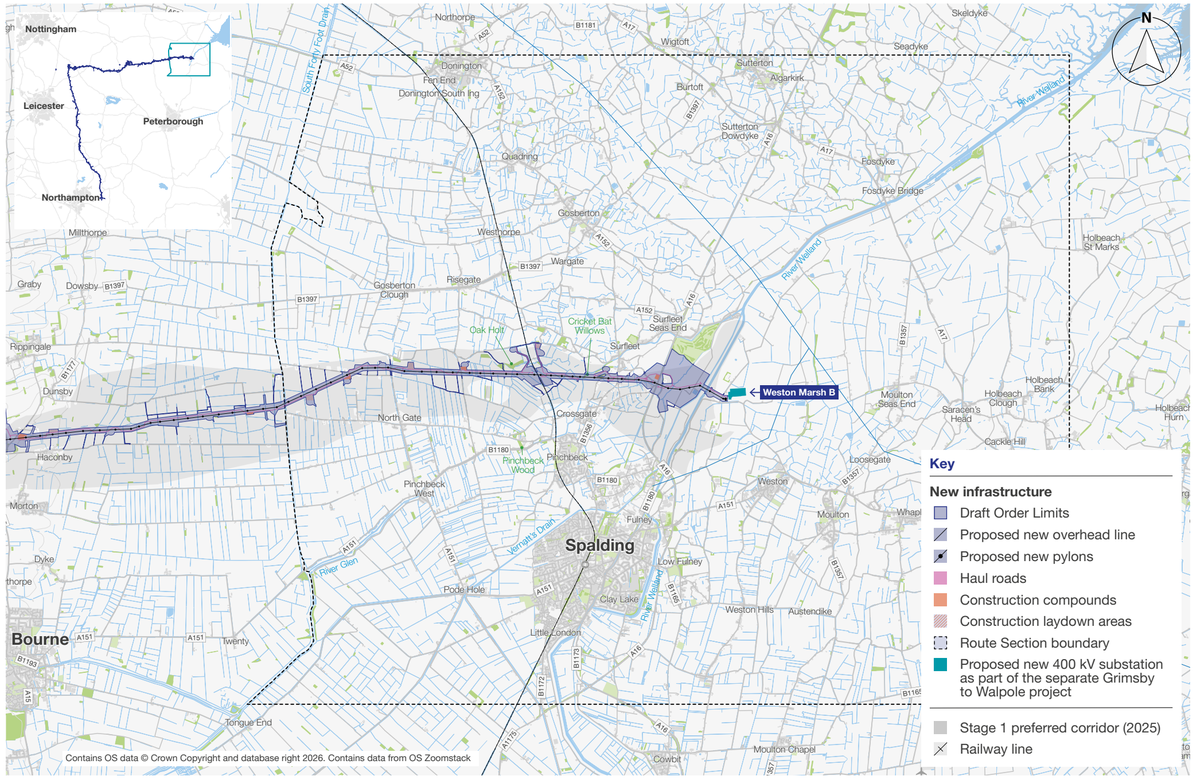
This option is expected to have fewer visual effects on nearby homes and makes use of screening provided by existing woodland.

The route has also been adjusted to pass south of Beach Bank Road, creating a more central alignment between North Gate Road and Clough Road.

We have also made other changes to reduce effects on homes, views and local features. The proposed route now avoids a permitted 63-home development.

Weston Marsh to East Leicestershire

Route Section 1: South Holland



Potential impacts in this area:

By combining local knowledge with detailed environmental evidence, we can make more informed decisions as we refine our proposals. This page highlights some of the environmental considerations specific to this section of the proposed overhead line.

Drainage and flood risk

The River Welland, River Glen and Vernatt's Drain, along with many smaller watercourses and ditches, play an important role in local drainage. We are assessing how construction could affect drainage and flood risk so that suitable measures can be put in place.

Before work begins, specialist contractors would map existing drainage systems to ensure they continue to function both during and after construction. We will continue to work closely with the Environment Agency and seek input from the Internal Drainage Board and Lead Local Flood Authority as the project design is refined.

Landscape and views

We understand that people value the open character of the local landscape and that the proposed overhead line may be visible from some homes, roads and Public Rights of Way.

These include Cuckoo Lane, Herdgate Lane, Parson Drove, the Macmillan Way footpath, South Forty Foot Drain and Star Lode Drove.

Reducing potential visual impacts has been a key consideration throughout the design process. Where possible, we have positioned pylons and the overhead line away from homes.

We will continue refining the design to minimise its visibility and make use of existing landscape features where possible.

Cultural heritage

There are several historic buildings and places in this area. These include Newhall Grange in Northgate, St Laurence Church and medieval salt works in Surfleet, St Mary's Church in Pinchbeck, and Roman and Saxon settlements near Northgate.

We are assessing how the project could affect these important historic places and their surroundings.

We will continue working with heritage specialists, local councils and Historic England, among others, to help reduce impacts and safeguard the area's historic character.

Information about the wider environmental effects being assessed across the proposed new overhead line, and how they influence the development of our proposals, is provided on page 33.



Figure 4: Visualisation of the new overhead line from Wood's Lane, Surfleet



Figure 5: Visualisation of the new overhead line from Langhole Drove, Pinchbeck

Route Section 2:
South Kesteven

Route Section 2 runs from South Forty Foot Drain in the east, through South Kesteven, to the boundary with Melton in the west. The route in this section includes the proposed WMEL-A substation near Corby Glen.

This section extends across a diverse landscape, connecting the open Fenland farmland in the east with the more rolling, wooded countryside further west. Nearby communities include Dunsby, Haconby, Stainfield, Corby Glen and Burton-le-Coggles. The route also crosses several major roads, railways and watercourses, including the A15, A151, A1 and the East Coast Main Line.

In this section, we are proposing around 31 km of new 400 kV overhead line supported by steel lattice pylons, along with the proposed WMEL-A substation near Corby Glen (see page 21 for more information). Permanent works would also include access for inspection and maintenance, drainage works, environmental enhancements and any other infrastructure needed to operate the overhead line and substation.

How our plans have developed since Stage 1 Consultation

Feedback at our Stage 1 Consultation asked that the route go north of Haconby. Following careful assessment, we were able to incorporate this into the project design.

Our assessments also found that land north of Haconby offers better ground conditions than options to the south, making it the most suitable location for the route.

Between Haconby and Stainfield, the haul road within our draft Order Limits goes slightly outside of the preferred corridor we presented at Stage 1. This is to protect visibility on the A15 junction with the B1177.

We have also adjusted the route around Stainfield. This was in response to feedback received at Stage 1 that asked us to route the line south of the village.

Our updated proposals mean the overhead line would be further away from nearby woodland, while also keeping separation from local villages. It would also follow a route that works around field boundaries, drains and access restrictions, helping to reduce construction impacts.

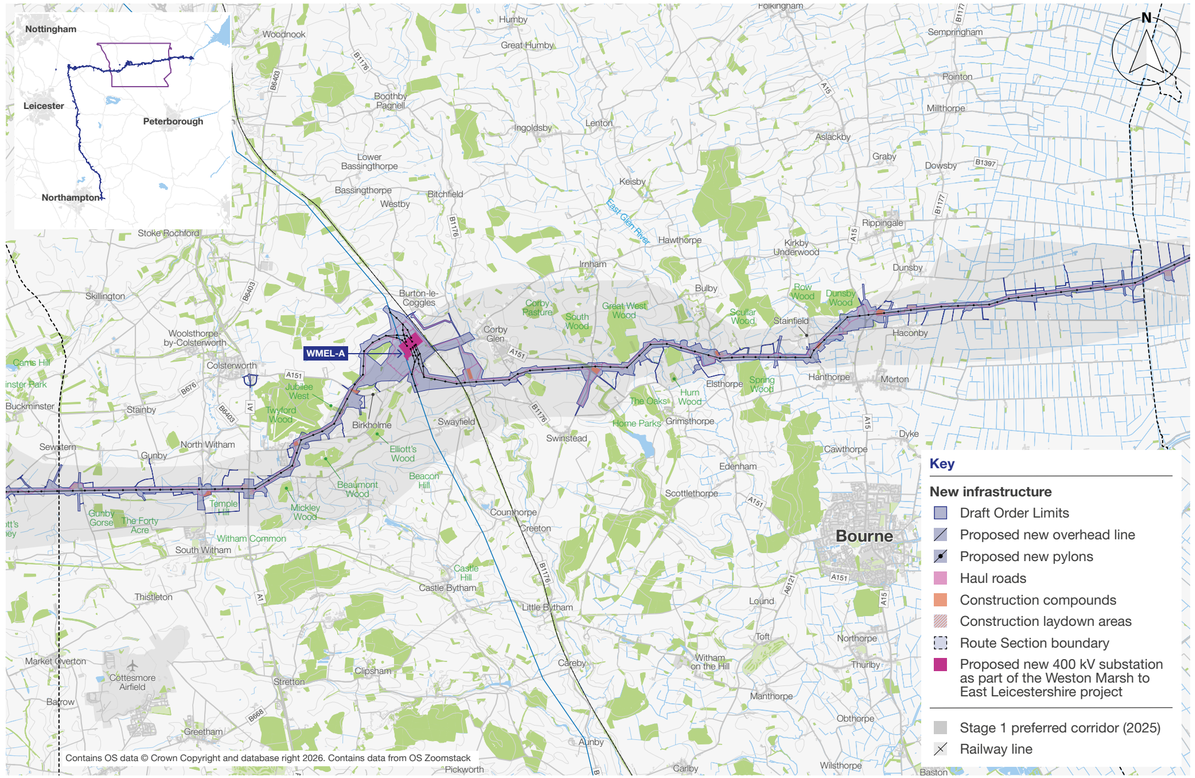
At Stage 1, the preferred corridor showed options for the route to go north or south of Corby Glen.

Some of the feedback we received asked us to consider following the existing overhead line north of Corby Glen, while other requests asked us to choose the southern route option.

We carefully assessed both options. The northern route would require the existing 132 kV overhead line east of Corby Glen to be diverted, cross areas at risk of flooding and be more disruptive to local roads. This could increase the project's complexity, cost and environmental impact. Taking these factors into account, we have decided to progress a southern route around Corby Glen.

Our draft Order Limits also go slightly outside of the Stage 1 preferred corridor in the section near the proposed WMEL-A substation. We are still assessing the substation layout. In our current proposals the overhead line would enter the substation from the south and leave from the north.

The updated route makes use of existing woodland, helping to reduce visual effects by making use of natural screening. The route would also avoid two proposed housing developments near Corby Glen.



Potential impacts in this area:

By combining local knowledge with detailed environmental evidence, we can make more informed decisions as we refine our proposals. This page highlights some of the environmental considerations specific to this section of the proposed overhead line.

Woodland

We are carefully assessing potential effects on Dunsby Wood. This is a Site of Special Scientific Interest (SSSI) and an important area of ancient woodland located next to the draft Order Limits.

Feedback about Great Osgrove Wood and Little Osgrove Wood has also helped shape the design. In response, we have realigned the route to avoid mature woodland and enable a lower crossing of the A151, helping to reduce visual impacts.

We are working closely with environmental specialists and the Forestry Commission to help safeguard ancient woodland and veteran trees, including maintaining a minimum 15 metres buffer where practicable.

Cultural heritage

There are several heritage assets in this area, including a Romano-British settlement site, Iron Age salt works, St Andrew's Church, and a ring ditch near Haconby which could be the remains of an ancient earthwork or burial ground.

Other assets include Roman salt works in Dunsby, the deserted medieval village at Elsthorpe, Grimsthorpe Castle and Park, Home Farm House near Grimsthorpe, a possible Bronze Age barrow near Edenham, a cropmark ring ditch west of Corby Glen, and the Old Rectory in Stainby.

We are assessing potential effects on these historic places and their settings.

Landscape and views

The landscape varies across this section, from the open landscapes around Haconby and Dunsby to the more rolling, wooded countryside around Corby Glen, Burton-le-Coggles and Swayfield. We understand these landscapes and views are important to people who live, work and spend time in the area.

We are assessing views from across the area and have identified that the proposed overhead line may be visible from locations including Haconby Drove, Mussons Close, Tanners' Lane, Woolley's Lane, Colsterworth Lane, Public Rights of Way near Heath Farm, and parts of Swayfield and Burton-le-Coggles.

Where possible, we have positioned pylons and the overhead line away from homes and will continue looking for ways to reduce visual effects.

Information about the wider environmental effects being assessed across the proposed new overhead line, and how they influence the development of our proposals, is provided on page 33.



Figure 6: Visualisation of the new overhead line from Public Right of Way, Dunsby



Figure 7: Visualisation of the new overhead line from Post Office Lane, Burton-le-Coggles

Route Section 2:
WMEL-A substation

The proposed WMEL-A substation would be a new 400 kV substation located to the west of Corby Glen, close to the East Coast Main Line. It would connect the new overhead line to the existing electricity transmission network.

The substation site would cover around 16 hectares. Most buildings and equipment would be up to 12.5 metres high, although some gantries would be taller at around 17 metres.

During our Stage 1 Consultation, we received feedback about the location of the substation and suggestions for alternative locations. These included sites further east, south of Corby Glen and south of the A151.

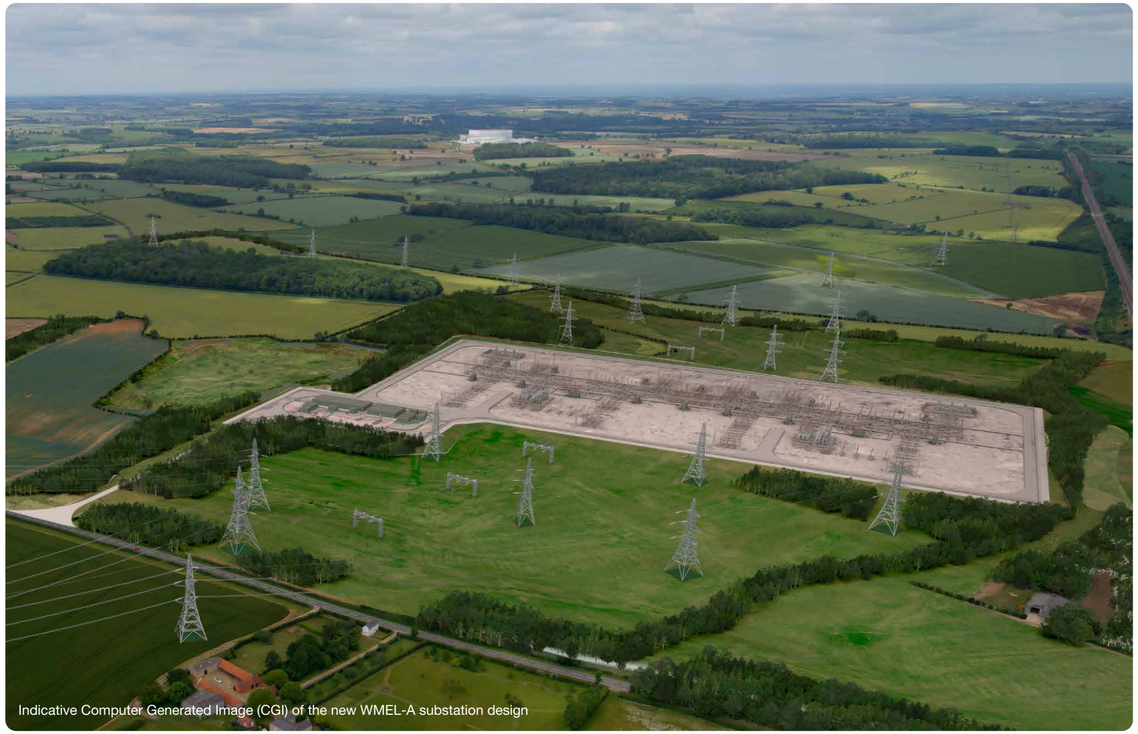
We have carefully assessed these alternative locations. Following further studies, we concluded that the proposed location is still the most suitable. It is well screened, set back from nearby homes and provides an effective connection to the existing north-south network.

Since Stage 1 Consultation, we have moved from a broad siting area to a more defined site boundary. We have also refined the layout of the substation, its access arrangements and the overhead line connections. This work has been informed by ongoing environmental studies, engineering design and feedback.

A new permanent access road would connect the site to the A151 Station Road. We are working with the local highways authority to assess whether any improvements are needed at the A1/A151 junction.

Other supporting features would include areas for car parking and equipment storage.

We will continue to refine the design, including fencing, lighting, landscaping and drainage, as the project develops.



Indicative Computer Generated Image (CGI) of the new WMEL-A substation design

Potential impacts of the substation in this area:

By combining local knowledge with detailed environmental evidence, we can make more informed decisions as we refine our proposals. This page highlights some of the environmental considerations specific to the proposed WMEL-A substation.

Traffic, transport and local access

Some Public Rights of Way may need to be temporarily or permanently rerouted where they pass through or near the proposed substation site. We are assessing how this could affect local access, travel routes and recreational paths and will seek opportunities to maintain access.

We are developing a construction traffic strategy with the local highways authority to reduce disruption to local communities. Temporary haul roads would limit construction traffic on local roads.

Once operational, the substation would be accessed via a new road connecting the site to the A151 Station Road. Traffic levels are expected to be very low, with only occasional maintenance and inspection visits required.

Landscape and views

We understand that some people are concerned about the appearance of the proposed substation. As the design develops, we will work with landscape and environmental specialists, local planning authorities and the community to identify opportunities to reduce visual impacts.

This will include considering the site layout, landscaping, screening, planting and other measures to help the substation fit into the surrounding landscape. During construction, people in parts of Corby Glen, along Tanners' Lane and Burton-le-Coggles, and on nearby Public Rights of Way around Heath Farm, Birkholme and Colsterworth Lane may see and hear construction activity. This may include the construction of site compounds and haul roads, as well as soil excavation and the levelling of uneven ground.

Noise

Noise from the proposed WMEL-A substation could affect some nearby homes once it is operating.

We will continue working with specialists to assess ways to remove or reduce impacts from the operational noise of the substation. Noise levels would remain within relevant government guidelines.

Following construction, the substation is likely to remain visible from some locations. We will use the findings of our assessments to refine the design and reduce visual effects.

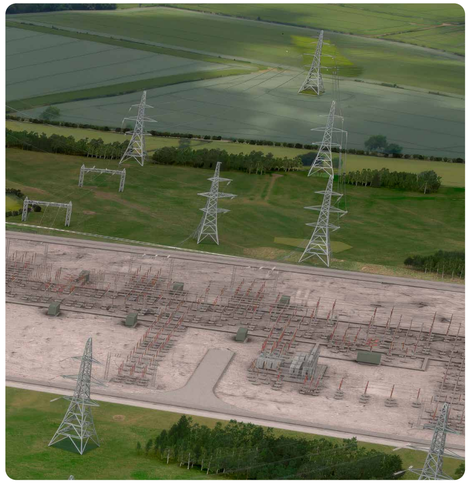
To see an example of planting around a substation, please scan the QR code. This will take you to Grimsby to Walpole's video.

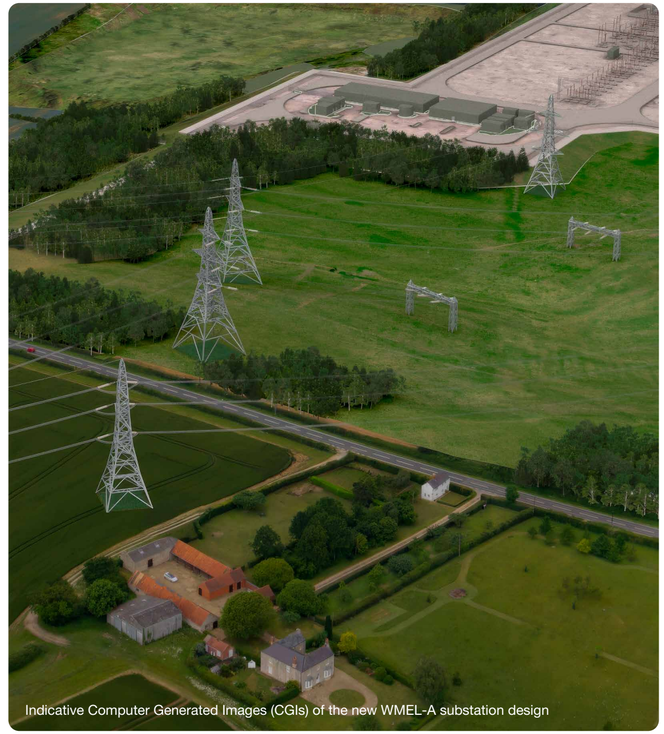
Information about the wider environmental effects being assessed across the proposed new overhead line, and how they influence the development of our proposals, is provided on page 33.

Agriculture and soils

Some agricultural land, including areas of higher quality farmland, would be needed for the proposed substation.

We are carrying out detailed surveys to understand local soil quality and farming activities so that potential impacts can be carefully assessed and minimised.





Indicative Computer Generated Images (CGIs) of the new WMEL-A substation design

Route Section 3:
Melton

The section of the new overhead line begins east of Sewstern and continues west to the proposed WMEL-B substation, south west of Wartnaby.

Rolling countryside, woodland and small villages define much of this section. Nearby communities include Sewstern, Garthorpe, Coston, Ab Kettleby, Wartnaby, Saxelbye and Ashby Folville. The section also crosses local roads, watercourses and Public Rights of Way.

In this section, we are proposing around 20 km of new 400 kV overhead line supported by steel lattice pylons, along with the proposed WMEL-B substation (see page 29 for more information). We are also proposing to upgrade around 14 km of the existing 400 kV overhead line between WMEL-B and Twyford (see page 40 for more information).

Permanent works would also include access for inspection and maintenance, drainage works, environmental enhancements and any other infrastructure needed to operate the overhead line and substation.

How our plans have developed since Stage 1 Consultation

At Stage 1, the preferred corridor showed options for the route to go north and south of Ab Kettleby and Wartnaby.

We are now proposing the southern route option within the preferred corridor, to minimise the impact on Ab Kettleby and Wartnaby.

This reflects feedback we received during Stage 1, where many people asked us to consider alternative options to reduce effects on local views. This is why we have chosen the route that goes south of Potter Hill – which also brings the overhead line closer to an industrial estate and existing infrastructure in the area.

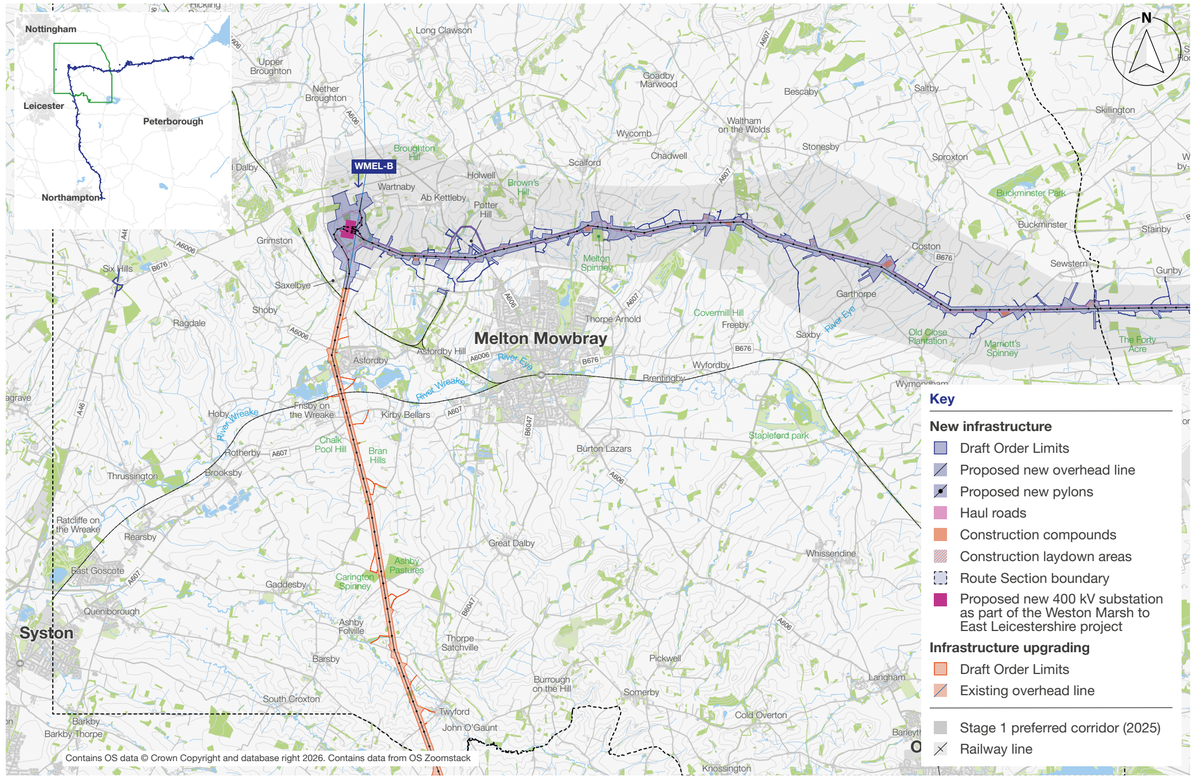
This option further helps to screen views of the overhead line by making use of the existing woodland Cant's Thorns, as well as an Ash plantation and an Oak plantation.

In our current proposals, the haul road loops round Potter Hill. This is due to restricted visibility where the route crosses the A606 to the south of Potter Hill. People also told us it was important to consider other proposed developments in the area, including Freeby Lane Green Energy Park. We have refined the route to help reduce potential interactions.

We are continuing to assess the layout of the proposed WMEL-B substation. At this stage, our proposals show the new overhead line entering the substation from the east, while the existing overhead line would be realigned and exit to the west. More information on our current plans for the WMEL-B substation can be found on page 29.

Weston Marsh to East Leicestershire

Route Section 3: Melton



Potential impacts in this area:

By combining local knowledge with detailed environmental evidence, we can make more informed decisions as we refine our proposals. This page highlights some of the environmental considerations specific to this section of the proposed overhead line.

Ecology and biodiversity

Many people told us that protecting wildlife and avoiding sensitive ecological areas was important.

In response to this feedback, and following further studies, we have adjusted the route to help reduce potential impacts on areas including the Holwell Nature Reserve Complex and Holwell Mouth Site of Special Scientific Interest (SSSI), as well as other environmentally sensitive locations.

Cultural heritage

There are several historic buildings and places in this area. These include St Bartholomew's Church in Welby and ridge and furrow earthworks near Melton Mowbray, which are remnants of medieval farming.

We are assessing how construction of the project could affect these historic places and their surroundings.

We will continue working with heritage specialists, local authorities and Historic England, among others, to help avoid, reduce or mitigate potential impacts and make sure these are considered as we refine our proposals.



Information about the wider environmental effects being assessed across the proposed new overhead line, and how they influence the development of our proposals, is provided on page 33.



Figure 8: Visualisation of the new overhead line from Buckminster Road, Coston



Figure 9: Visualisation of the new overhead line from Ostler Lane, Saxelbye

Route Section 3:
WMEL-B substation

The proposed WMEL-B substation would be a new 400 kV substation located south west of Wartnaby and north west of Melton Mowbray. It would connect the new overhead line to the existing electricity transmission network.

The substation site would cover around 12.6 hectares. Most buildings and equipment would be up to 12.5 metres high, although some gantries would be taller at around 17 metres.

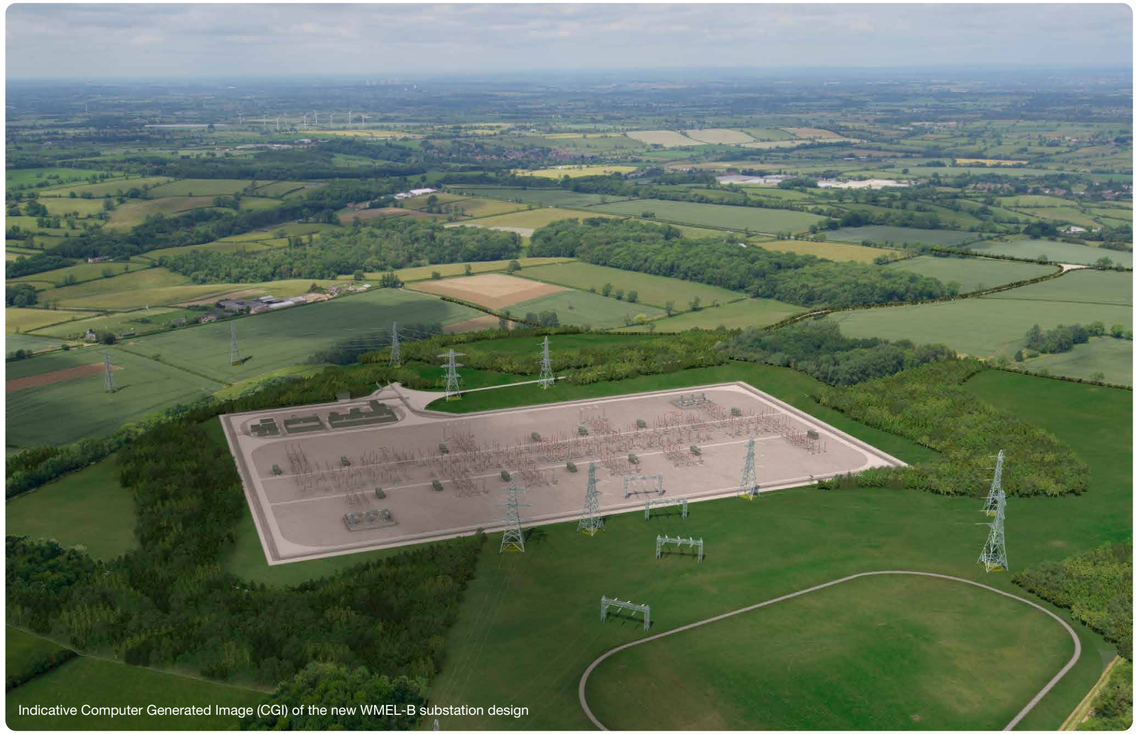
During our Stage 1 Consultation and through further engagement, we received feedback about the location and design of the substation. We heard concerns about potential effects on nearby communities and received suggestions for alternative locations.

We have carefully assessed these alternative locations. Following further studies, we concluded that the proposed location is still the most suitable. It is close to the existing overhead line that it needs to connect to, provides suitable access, and offers the best balance between environmental, community and engineering considerations.

As a result, we have kept the proposed location and continued to refine the design. This includes updates to the site layout, access arrangements and land needed during construction. We will continue refining the design, including fencing, lighting, landscaping and drainage, as the project develops.

The plans also include changes to the existing overhead line so it can connect to the new substation. A new permanent access road, approximately 1 km long, would connect the site to Six Hills Lane.

Other supporting features would include a drainage pond to help manage rainwater, along with areas for car parking and equipment storage.



Indicative Computer Generated Image (CGI) of the new WMEL-B substation design

Potential impacts of the substation in this area:

By combining local knowledge with detailed environmental evidence, we can make more informed decisions as we refine our proposals. This page highlights some of the environmental considerations specific to the proposed WMEL-B substation.

Traffic, transport and local access

Some footpaths and Public Rights of Way on or near the proposed substation site may need to be temporarily diverted during construction. We are assessing how this could affect local access, travel routes and recreational paths and will look for opportunities to maintain access during construction.

We have also listened to feedback about traffic around Shoby Bends and Shoby Crossroads, and suggestions that construction traffic should use the Melton Mowbray Distributor Road (Pork Pie Way) rather than local rural lanes.

We are developing a construction traffic strategy with the local highways authority that aims to reduce disruption to local communities. Temporary haul roads would be used, where appropriate, to limit construction traffic on local roads.

Once operational, the substation would be accessed via a new road from Six Hills Lane. Traffic levels are expected to be very low, with only occasional visits needed for maintenance and inspection.

Landscape and views

We understand that some people are concerned about the appearance of the proposed substation. As the design develops, we will work with landscape and environmental specialists, local planning authorities and the community to identify opportunities to reduce visual impacts.

This will include considering the site layout, landscaping, screening, planting and other measures to help the substation fit into the surrounding landscape.

During construction, people in parts of Wartnaby, Six Hills Lane (Stonepits), Saxelby Pastures, Saxelbye and Glebe Farm may see and hear construction activity. This may include the construction of site compounds, haul roads, soil excavation and the levelling of uneven ground.

Following construction, the substation is likely to remain visible from some of these locations. We will use our assessment findings to refine the design and reduce visual effects.

To see an example of planting around a substation, please scan the QR code. This will take you to Grimsby to Walpole's video.

Information about the wider environmental effects being assessed across the proposed new overhead line, and how they influence the development of our proposals, is provided on page 33.

Water

There is a small stream running through the proposed substation site. We are assessing options to manage this, including potentially re-routing the stream around the site or putting in a pipe underground.

Further surveys will help us understand this more. Any impacts on local watercourses will be carefully assessed, and measures to avoid or reduce effects will be identified. We will share these findings in our Environmental Statement.

Agriculture and soils

Some agricultural land, including areas of higher quality farmland, would be needed for the proposed substation.

We are carrying out detailed surveys to understand local soil quality and farming activities so that potential impacts can be carefully assessed and minimised.



Indicative Computer Generated Images (CGIs) of the new WMEL-B substation design

Understanding and assessing potential effects of the new infrastructure

We are carrying out detailed environmental and technical assessments to understand how the proposed new infrastructure could affect local communities and the environment during construction and operation.

These assessments help us understand the potential effects of the proposed new overhead line and how they can be considered as we develop our proposals. By combining local knowledge with environmental and technical evidence, we can identify opportunities to avoid, reduce or manage impacts through design and mitigation measures.

The results will help us refine the design and identify opportunities to avoid or reduce impacts. This includes refining pylon locations, choosing suitable construction access routes and avoiding sensitive environmental features.

As part of the project, we will develop and submit an Environmental Statement (ES) with our application for development consent. The ES will identify potential effects and set out measures to avoid, reduce or manage them. We are working with technical specialists and engaging with relevant organisations throughout this process.

The assessment covers a wide range of topics, including those raised most often during Stage 1 Consultation, such as ecology and biodiversity, and landscape and visual effects. It also considers agriculture and soils, water, drainage and flood risk, cultural heritage, traffic and transport, noise, air quality, and the combined effects of other developments in the area.

Where impacts cannot be avoided, we will develop appropriate mitigation measures and, where necessary, compensation measures. This could include habitat creation and enhancement, landscape planting, and steps to reduce the effects of construction activities.



Agriculture and soils

Protecting farmland has been a priority throughout the design process, recognising the vital role it plays in supporting local farming businesses and communities. We have also heard directly from farmers and landowners about how the proposals could affect their land and day-to-day operations.

Some agricultural land would be needed for the project, including small areas for pylon foundations, which are typically around 15 metres x 15 metres. Land would also be needed for the proposed substations and required temporarily during construction for access routes and working areas.

We are assessing how this could affect soil quality, soil function, farm holdings and long term farming use.

After construction, most land required for the new overhead line, including the areas underneath pylons, would be returned to landowners and its previous use.

Most farming activities would be able to continue beneath the overhead line, and compensation would be available where impacts could not be avoided.

Information about soil quality, farming practices and individual farm businesses is helping to shape construction plans, protect soil resources and minimise disruption.

Ecology and biodiversity

Ecology and biodiversity were among the topics raised most often during Stage 1 Consultation. We are continuing surveys to better understand local wildlife and habitats, including rivers, streams, ditches, woodland and field boundaries.

We are looking at wildlife such as bats, birds, great crested newts, reptiles, otters, water voles, badgers, fish and insects. This helps us understand what is present locally, how it could be affected, and what we may need to do to protect habitats and wildlife.

The survey findings identify important habitats, protected species and routes used by wildlife. We are using this information to avoid sensitive locations where practicable and to develop measures to protect and enhance habitats, including through Biodiversity Net Gain.

Biodiversity Net Gain

Biodiversity Net Gain is an approach to development that seeks to leave the natural environment in a measurably better state than before.

We will deliver at least 10% Biodiversity Net Gain as part of the project. This means creating or enhancing habitats so there is more or better-quality habitat than before development took place.

We could deliver Biodiversity Net Gain through habitat creation, habitat enhancement and long term habitat management, either within the project area or elsewhere nearby.

Traffic, transport and local access

We understand that local roads, footpaths and cycle routes are important to everyday life. Feedback from local communities is helping us understand how people use these routes and where construction traffic could create particular concerns.

Construction of the proposed new overhead line would generate additional traffic and could cause temporary disruption. We are assessing the suitability of local roads and identifying potential access routes for construction vehicles and working areas.

We are using this information to develop traffic management measures, maintain access and reduce disruption to local communities. We will continue working with local authorities and other relevant organisations and will keep communities informed in advance of construction related changes.

Water, drainage and flood risk

Rivers, streams, drainage systems, groundwater and flood risk are all being assessed along the proposed route.

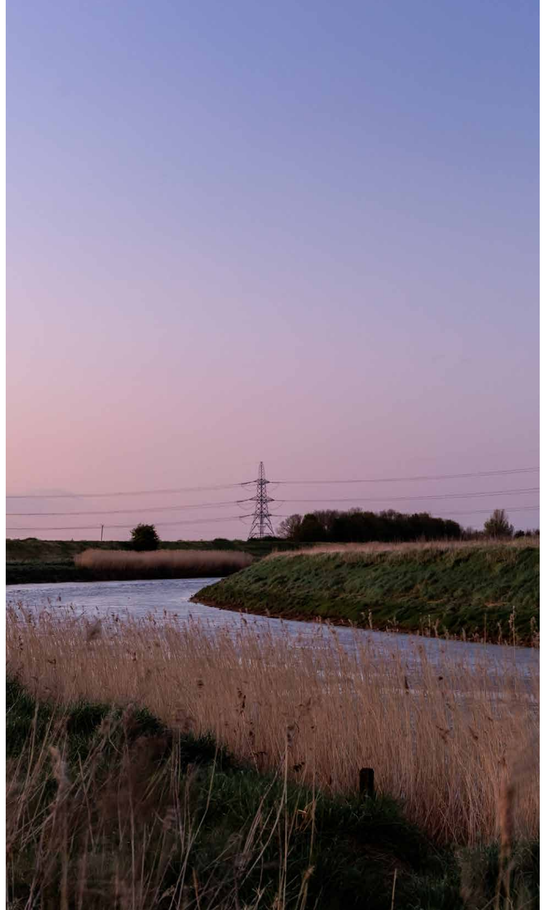
The findings are informing pylon locations, construction access arrangements and drainage measures to help reduce potential impacts and avoid increasing flood risk.

Landscape and visual effects

We are assessing how the proposed new overhead line could affect views and the character of the surrounding landscape.

This includes considering views from nearby communities, Public Rights of Way and other sensitive locations, as well as the wider landscape character of the area.

We are using the findings, alongside feedback about locally valued views and places, to identify where the proposed new overhead line may be most visible. This is helping us refine pylon locations, inform substation siting and develop measures to reduce effects where appropriate, including tree and hedgerow planting.



Understanding and assessing potential effects of the new infrastructure

Noise and vibration

Construction noise and vibration are common concerns for communities living near major infrastructure projects.

We are assessing where construction activities and construction traffic could increase noise levels and how significant those effects may be. Noise levels would remain within relevant government guidelines.

We will use the findings to inform construction methods, working practices and measures to reduce noise and vibration. We will also work with local authorities and keep nearby communities informed about construction activities that could affect them.

Cultural heritage

We recognise the importance of historic buildings, archaeological remains and historic landscapes to the character and identity of local places.

We are assessing how the proposed new overhead line could directly affect heritage assets or change their setting. We are also considering information provided by relevant organisations and local communities about valued historic features and places.

We are using the findings to inform the location and design of pylons, substations and other project infrastructure. This will help us avoid or reduce effects on heritage assets.

Upgrading the existing overhead line

As part of the project, we need to upgrade around 66 km of existing 400 kV overhead line between the new WMEL-B substation in Leicestershire and the existing Grendon substation in Northamptonshire. We will always upgrade existing infrastructure where we can, reducing the need for new overhead lines.

Maintaining and improving existing overhead lines is an important part of managing the electricity transmission network. We carry out similar upgrades across the country to help keep electricity flowing safely and reliably.

The proposed work would include replacing the wires between pylons and upgrading associated fittings. More efficient wires can carry more electricity, allowing us to make better use of the existing network.

Since Stage 1 Consultation, the main change is to the draft Order Limits. We have now included temporary access routes and work areas which are needed to carry out the works safely.

Key

- Upgrading draft Order Limits
- Existing overhead line
- Proposed new substation
- Railway line

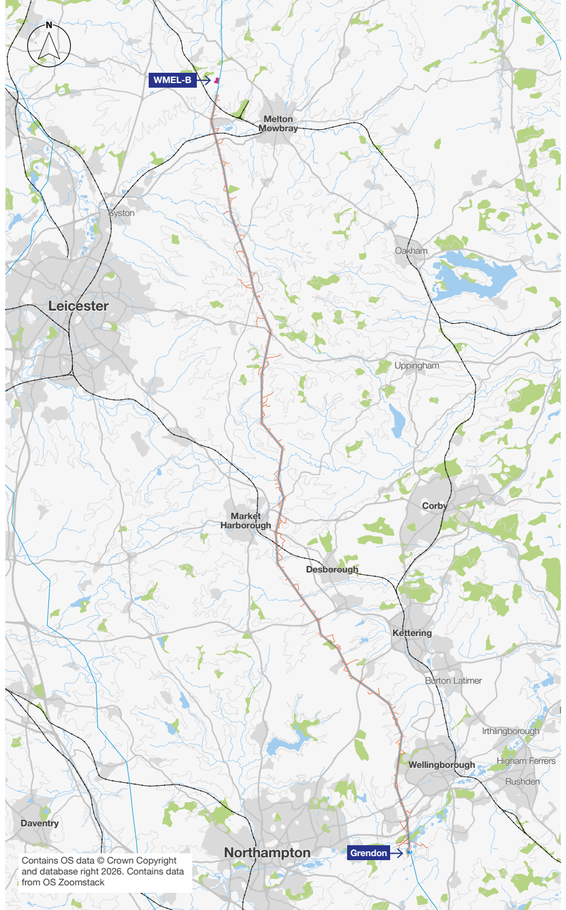


Figure 10: Overview map of upgrading route

How we upgrade lines

We are proposing two different types of upgrade because the circuits on each side of the overhead line are different.

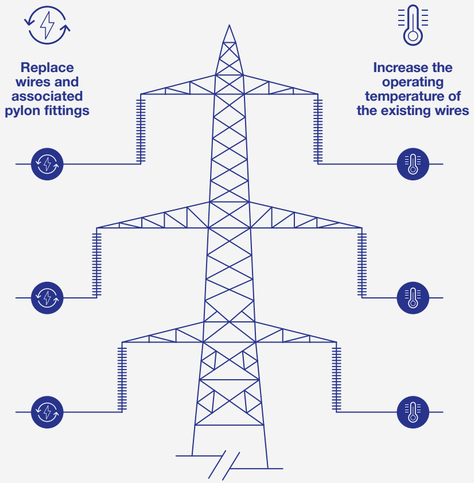
On one side of the overhead line, we would replace the existing wires and pylon fittings. This includes components such as insulators, which separate the wires from the pylon. The new wires can operate at higher temperatures and more efficiently. This is sometimes known as reconductoring.

On the other side, we would retain the existing wires and increase their operating temperature.

Together, these improvements would increase the amount of electricity the existing line can carry and help meet future electricity demand.

Some work may also be needed on existing pylons to make sure the upgraded line continues to safely meet clearance requirements. This could include small changes to fittings or other equipment. In a small number of locations, individual pylons may need to be replaced where this is necessary to support the upgraded line safely and reliably.

Upgrading overhead lines





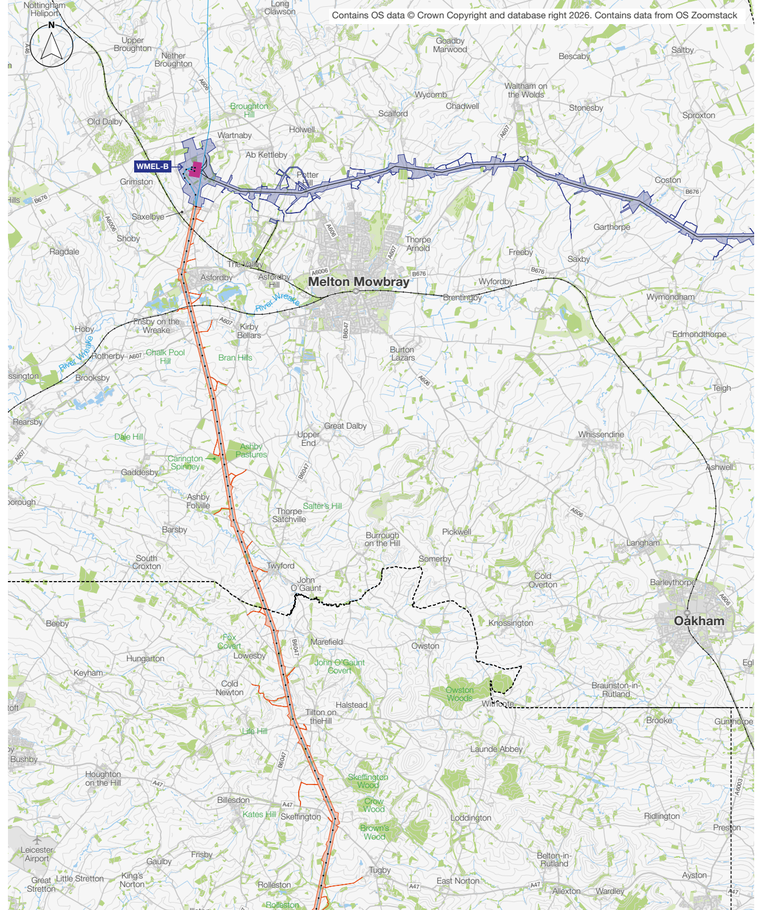
Upgrading in Route Section 3: Melton

In Route Section 3, we are proposing to upgrade around 14 km of existing infrastructure between the new WMEL-B substation and the borough boundary, south of Twyford.

These works would increase the capacity of the line in this area.

Key

- New infrastructure draft Order Limits
- Upgrading draft Order Limits
- Existing overhead line
- Proposed new substation
- Route Section boundaries
- Railway line



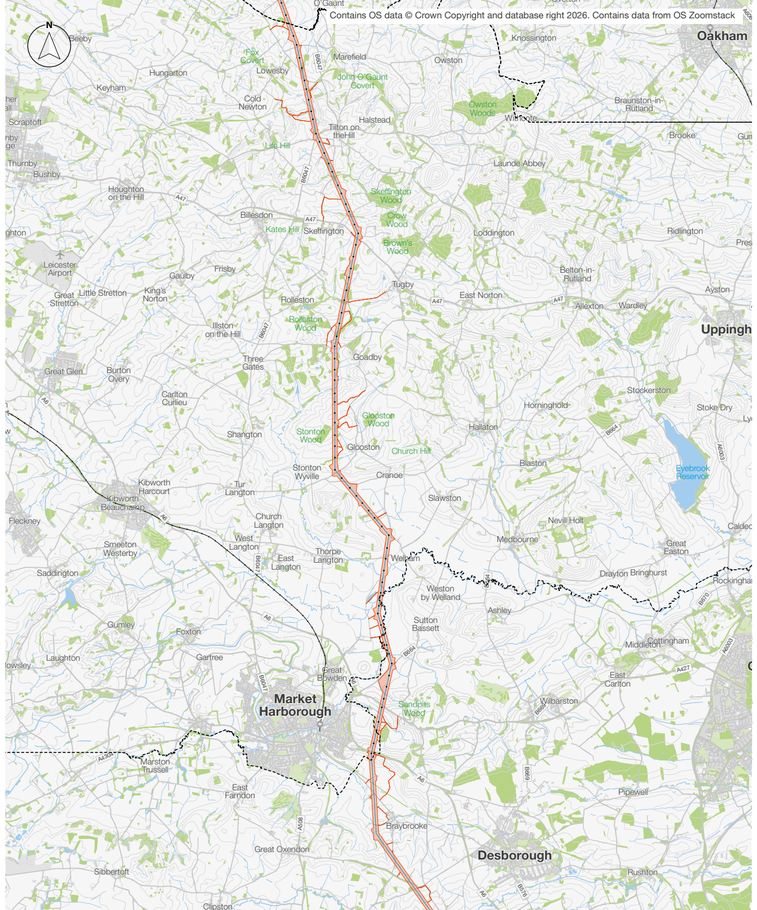
Upgrading in Route Section 4: Harborough

Through Harborough District, the proposed works would use the existing 19 km overhead line route. This runs from south of Twyford to south-west of Welham, where Langton Brook meets the River Welland.

The aim is to increase the amount of electricity the line can carry, without introducing a new overhead line route through this section.

Key

- Upgrading draft Order Limits
- Existing overhead line
- Proposed new substation
- Route Section boundaries
- Railway line

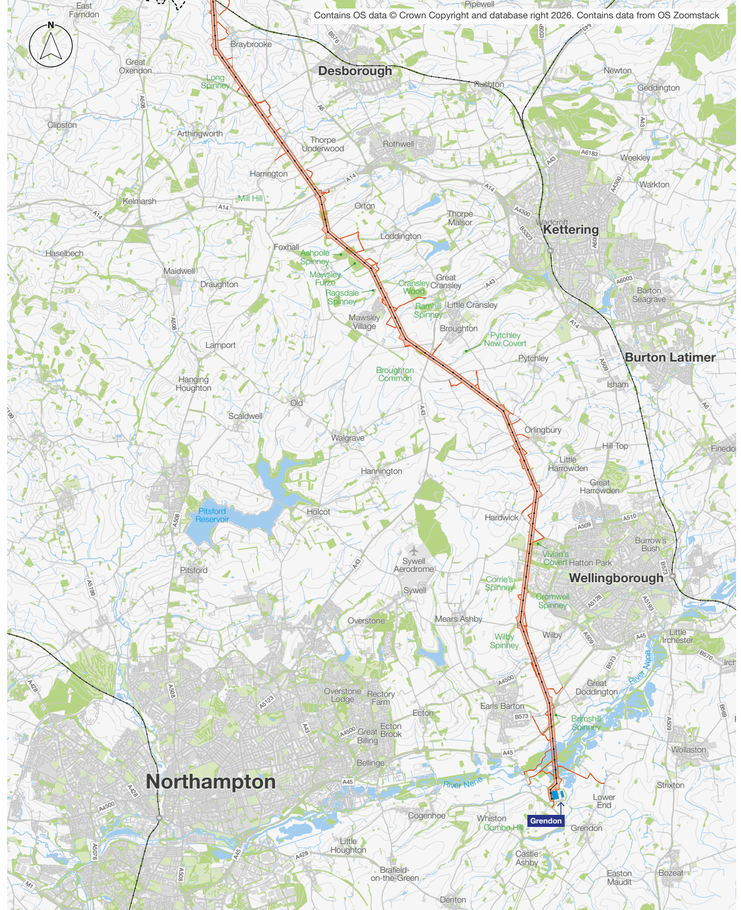


Upgrading in Route Section 5: Northamptonshire

In Route Section 5, we would continue upgrading 34 km of existing overhead line through North Northamptonshire and West Northamptonshire. This section runs from near where Langton Brook meets the River Welland, south-west of Welham, towards the existing Grendon 400 kV substation.

Key

- Upgrading draft Order Limits
- Existing overhead line
- Proposed new substation
- Route Section boundaries
- Railway line



During the works

During the upgrade works, you may notice some temporary activity around the existing overhead line. We would take steps to manage potential disruption for people living and travelling nearby.

Temporary work areas and vegetation management

In some locations, we may need to trim or clear vegetation close to the overhead line so work can be carried out safely. Any vegetation clearance would be kept to the minimum necessary.

We will work closely with ecologists throughout the programme to help protect wildlife and reduce environmental impacts.

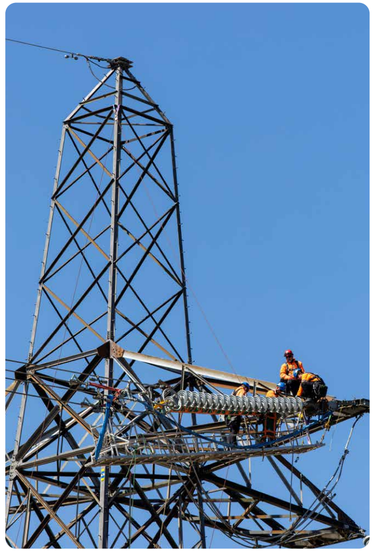
Temporary fencing, netting and other safety measures may also be used to clearly define work areas and help keep people safe during construction.

Access and Public Rights of Way

Temporary trackways may be installed in fields to provide access to work areas. These help protect the ground and reduce impacts on the surrounding land.

We would seek to keep Public Rights of Way open.

Construction could result in some temporary changes to access for open spaces, community facilities and businesses. Where temporary closures or diversions are needed for safety reasons, we would provide advance notice, clear signage and information about alternative routes.



Roads and traffic

We would aim to keep roads open during construction. In some locations, temporary scaffolding may be installed where the overhead line crosses roads. This allows us to carry out the work safely while helping to keep local routes open.

You may also notice a temporary increase in construction traffic while work is underway. We will work closely with local highway authorities to develop a traffic management plan. These measures would help minimise disruption to roads, residents and local communities.





Temporary construction noise

Some nearby homes may experience temporary increases in noise during construction.

We are continuing to assess potential construction noise and are working with specialists to identify ways to reduce impacts.

We will carefully plan construction activities and keep communities informed while the work is carried out.

The infrastructure explained

Overhead lines and pylons

Pylons are structures that support overhead electricity lines, carrying power safely over long distances and helping to cross features such as roads, rivers and railway lines.

Overhead lines are typically the most efficient and cost-effective way to transmit large amounts of electricity over long distances. Underground and subsea cables often use High Voltage Direct Current (HVDC), which is designed to move electricity efficiently over long distances. However, overhead lines generally use alternating current (AC), a proven and cost-effective technology that can carry significantly more power.

For this project, our current proposals are based on standard lattice steel pylons. A typical 400 kV pylon is around 50 metres high, with approximately three pylons per kilometre of overhead line.

The height and type of pylons used would be informed by technical and environmental assessments, local conditions, and feedback received through consultation. Further information is available in the Corridor Preliminary Routeing and Siting Study in the document library on our project website.

Scan this QR code to view the Corridor Preliminary Routeing and Siting Study, available in the document library on our project website, and find out more about pylon types.



Why are we proposing an overhead line?

We have considered both overhead lines and underground cables. While undergrounding may be appropriate in some locations, it generally requires more complex engineering, greater construction activity and additional infrastructure.

It is also significantly more expensive to build and maintain. Using overhead lines where suitable helps us develop an efficient, reliable and affordable electricity network, while keeping impacts as low as reasonably possible. National Policy Statement (NPS) EN-5 states that overhead lines should be the strong starting presumption for new electricity network developments.

Your consultation feedback, along with information from our ongoing technical and environmental assessments, will help to determine the type of pylons that will be included in our DCO application.

What's a watt?

A watt is a measure of power, and there are one billion watts in one gigawatt (GW).

One gigawatt-hour (GWh) is a unit of energy, equivalent to powering one million UK homes for one hour. A kilovolt (kV) is a measure of electrical voltage. One kilovolt equals one thousand volts. Put simply, the higher the kV rating of an overhead line, the more electricity it can carry.

Substations

We are proposing two new 400 kV substations along the new overhead line route. WMEL-A near Corby Glen in Lincolnshire, and WMEL-B near Wartnaby in Leicestershire.

A substation is a vital part of the electricity network. It is a junction which enables us to move electricity from one part of the network to another.

The proposed new substations would connect the proposed new overhead line from Weston Marsh into the existing electricity network.

How does a substation work?

A substation helps control and direct the flow of electricity through the network.

They contain a range of specialist equipment that helps manage, control and protect the flow of electricity in a safe, efficient and reliable way.



Figure 11: Example of a 400 kV substation for illustrative purposes only

Upgrading the existing overhead line

We will always upgrade existing infrastructure where we can. This helps reduce the need for new overhead lines. As part of this project, we are proposing to upgrade approximately 66 km of existing 400 kV overhead line between the proposed WMEL-B substation near Wartnaby in Leicestershire and the existing Grendon substation, east of Northampton.

This would involve replacing and upgrading the wires that carry electricity along the overhead line and are suspended between pylons. Associated fittings would also be upgraded. More efficient wires can carry more electricity using the existing overhead line.

In some locations, works may also be needed at the pylons themselves to meet clearance requirements. This could include adjusting fittings or making modifications to the pylon. In limited cases, individual pylons may need to be replaced. This would only happen where foundations or structural constraints mean they are not suitable for the upgraded line.

This essential upgrade would support long term energy security between Lincolnshire and the wider East Midlands.

You can read more about substations by scanning the QR code.

Construction

If development consent is granted, we expect to begin construction in 2029. Weston Marsh to East Leicestershire would be fully operational in 2033.

Building overhead lines

Following surveys, land preparation and enabling works, we would set up a working area around each new pylon location. Our construction team would lay foundations and then assemble the pylon in sections, which would be lifted into position by crane. The number of sections needed would depend on the size and type of pylon.

The next step is to hang the wires that carry the electricity. This is known as 'stringing'. We string a section of approximately 10 pylons at a time by pulling the conductor from one end to the other using specialist machinery.

Constructing a substation

Construction of the proposed WMEL-A and WMEL-B substations would begin with site preparation. Foundations would then be installed.

Electrical equipment, buildings and other infrastructure would be installed next. The substations would then be connected to the wider transmission network and tested.

Additional landscaping and aesthetic enhancements would be added to integrate the new substation into its surroundings.

Reducing impacts during construction

We would carefully plan construction activities to reduce disruption as much as possible.

This would include measures to manage traffic, noise, dust and environmental effects. We would also continue to engage with local communities, landowners and stakeholders throughout construction.

Temporary construction compounds

Temporary construction compounds are used to support construction activities.

These include temporary offices, staff welfare facilities and storage of equipment. They are secured by perimeter fencing and would be removed at the end of the construction phase.

Information for landowners

Working with landowners, occupiers and other affected parties

We are committed to working closely with landowners and occupiers as we develop our plans for this essential project.

Since our Stage 1 Consultation, we have continued to engage with landowners and others with an interest in land that might be subject to compulsory acquisition of land or rights for the project. These discussions are helping us understand concerns and priorities as the project develops. We will continue to keep those affected informed as the project progresses.

To help with this work, we have appointed Savills, an independent land referencing company. They are contacting landowners to check that information held on public records is accurate and up to date.

Savills is also helping us arrange access for surveys. These surveys are an important part of understanding the local landscape and environment and help us develop proposals that take local needs into account wherever possible.

If you have a land-related query, please contact our lands team at Savills by:

Freephone:
0800 567 7600

Email:
wmel@savills.com

Post:
FREEPOST WMEL Land
(no stamp or further address required)



Information for landowners

Next steps

Your feedback will play an important role in helping us develop our proposals. We will carefully consider all feedback received during this consultation alongside environmental surveys, technical assessments and ongoing design work as we refine the project and prepare our application for development consent.

Weston Marsh to East Leicestershire is a project of national significance and requires a Development Consent Order (DCO). Once our application is submitted, the Planning Inspectorate will examine the proposals and make a recommendation to the Secretary of State, who will make the final decision on whether to grant consent.

Register for updates

Scan the QR code or visit **nationalgrid.com/wmel** to register for updates.

Engagement

We will continue discussions with landowners, local elected representatives, local authorities, and other stakeholders.

Technical work

We have already begun non-intrusive surveys, with more detailed intrusive surveys taking place during the consultation period. You may spot our survey teams out and about in the project area. They may be wearing high-visibility clothing.

Refining our plans

We will further refine our proposals based on feedback and findings from technical studies.

Updates

Regular updates will be provided on the project website at **nationalgrid.com/wmel** and by email to those who have registered to be kept informed.

Events and resources

Public information events

We will be holding events across the area. Based on feedback from our Stage 1 Consultation, we have looked closely at how our events can best support the people who visit them.

Our events are a great opportunity for you to speak to our team, ask questions and view all our materials in print.

Location	Date and time	Address
Weston Village Hall	Thursday 1 October 2pm–7pm	Small Drove, Weston, PE12 6HU
South Witham Village Hall	Friday 2 October 2pm–7pm	Water Lane, South Witham, Grantham, NG33 5PH
Morton Village Hall	Saturday 3 October 11am–4pm	11 High Street, Morton, PE10 0NR
Braybrooke Village Hall	Thursday 8 October 1pm–6pm	Griffin Road, Braybrooke, LE16 8LH
Great Doddington Memorial Hall	Friday 9 October 1pm–6pm	High Street, Great Doddington, NN29 7TQ
Ab Kettleby Community Hall (within Ab Kettleby School)	Saturday 10 October 11am–4pm	Wartnaby Road, Ab Kettleby, LE14 3JJ
Surfleet Village Hall	Thursday 15 October 10am–4:30pm	Station Road, Surfleet, PE11 4DB
Grimston, Saxelbye and Shoby Village Hall	Friday 16 October 2pm–7pm	28 Main Street, Grimston, LE14 3BZ
Corby Glen Village Hall (Ron Dawson Memorial Hall)	Saturday 17 October 11am–4pm	Swinstead Road, Corby Glen, NG33 4NU
Tugby Village Hall	Friday 23 October 1pm–6pm	Main Street, Tugby, LE7 9WD

Events and resources

Local information points

Print copies of our materials will be available in locations across the project area.

Information point	Opening times	Location
Spalding Library	Monday–Wednesday: 9am–5pm, Thursday: 9am–6pm Friday: 9am–5pm, Saturday: 9am–1pm, Sunday: Closed	Victoria Street, Spalding, PE11 1EA
Pinchbeck Community Hub and Library	Monday: Closed, Tuesday: 10am–1pm, Wednesday: 10am–1pm, 2pm–4pm, Thursday: 10am–1pm, Friday-Sunday: Closed	48 Knight Street, Pinchbeck, Lincolnshire, PE11 3RU
South Kesteven Community Point (Bourne Library)	Monday: 9am–5pm, Tuesday: Closed, Wednesday: 9am–6pm Thursday: Closed, Friday: 9am–1pm, Saturday: 9am–1pm Sunday: Closed	3 Abbey Road, Bourne, Lincolnshire, PE10 9EF
Hatties Tearoom	Monday: Closed, Tuesday: 9am–3:30pm, Wednesday: 9am–3:30pm, Thursday: 9am–3:30pm, Friday: 9am–3:30pm, Saturday: 9am–3:30pm, Sunday 9am–3pm	Hatties Tearoom, Corby Glen, NG33 4NH
Melton Mowbray Library	Monday–Wednesday: 10am–6pm, Thursday: Closed Friday: 10am–6pm, Saturday: 10am–4pm, Sunday: Closed	Wilton Road, Melton Mowbray, LE13 0UJ
Hill Top Farm Shop & Cafe	**Cafe**: Monday–Saturday: 8am–4pm, Sunday: 8am–4pm **Shop**: Monday–Saturday: 9am-4:30pm, Sunday: 9am–4pm	St Bartholomew's Way, Melton Mowbray, Leicestershire, LE14 3JH
Tilton Convenience Store	Monday–Sunday: 7am–8pm	Oakham Road, Tilton on the Hill, Leicester, LE7 9DB
Corby Library	Monday–Friday: 9am–6pm, Saturday: 9am–5pm Sunday: Closed	The Cube, George Street, Corby, NN17 1QG
Kettering Library	Monday–Friday: 9am–6pm, Saturday: 9am–5pm Sunday: Closed	Sheep Street, Kettering, NN16 0AY

Webinar

If you are unable to attend one of our public information events, you can join one of our online webinars to learn more about the proposals and ask questions.

Webinar	Date and time	How to join
Lunchtime webinar	Tuesday 20 October 12pm–1pm	Register via the project website. A joining link will be sent to registered attendees before the webinar.
Evening webinar	Tuesday 20 October 6pm–7pm	

If you cannot make it to an event or information point, all our materials are available on our website. If you need any information in an alternative format, please get in touch with our team.

If you have any questions, you can contact us by phone, email or letter. If you would like printed copies of the materials, these can be sent to you. Due to print and postage costs, a charge may apply.

nationalgrid

Get in touch

Phone: **0800 138 9191**
(Lines are open Monday to Friday, 9am–5:30pm)

Email: **ContactWMEL@nationalgrid.com**

Write to us at: **FREEPOST WM TO EL**
(No stamp or further address details are required)

You may notice some changes to the way our consultation materials look and are presented. These updates reflect changes introduced through the Government's Planning and Infrastructure Act 2025.

For more information, please visit our website or contact the project team.

