

Weston Marsh to East Leicestershire

In your area: Ab Kettleby, Wartnaby and surrounding areas

This leaflet focuses on the section of our proposals in the Ab Kettleby and Wartnaby area. It explains how the project has developed since our Stage 1 Consultation last year, and why.

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What we are proposing and why

With electricity demand set to more than double by 2050, our proposals for Weston Marsh to East Leicestershire would help deliver secure, cleaner and more affordable home-grown energy from where it is generated to where it is needed.

This would create a stronger, more reliable network for homes, schools, hospitals and businesses in the region.

Our proposals include:



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.

You can find out more about our proposals across the full route in our Stage 2 Consultation Document, on our website, or by visiting one of our public information events.



The Ab Kettleby and Wartnaby area is within Route Section 3: Melton.

Please scan the QR code to visit our project website



We would like your views on



Our Stage 2 Consultation runs from midday on Tuesday 8 September to Tuesday 3 November. You can send us your feedback until 11:59pm on 3 November 2026.

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

You can share your views by completing a feedback form on our website, emailing us, writing to us, or completing a printed feedback form and returning it by post.

If you need any information in an alternative format, please contact us.



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**

Our proposals in your area

Last summer, at our Stage 1 Consultation, we showed a **preferred corridor**. This was the wider area we were considering for the route. This is shown in **grey** on the map below.

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.

The map below shows the draft Order Limits overlaid against the Stage 1 proposals. Black dots show proposed pylon locations, and the **blue outline** shows the draft Order Limits.

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 draft Order Limits are not final, we will continue to refine our proposals before submitting the final design for DCO approval.

How our proposals have developed since Stage 1

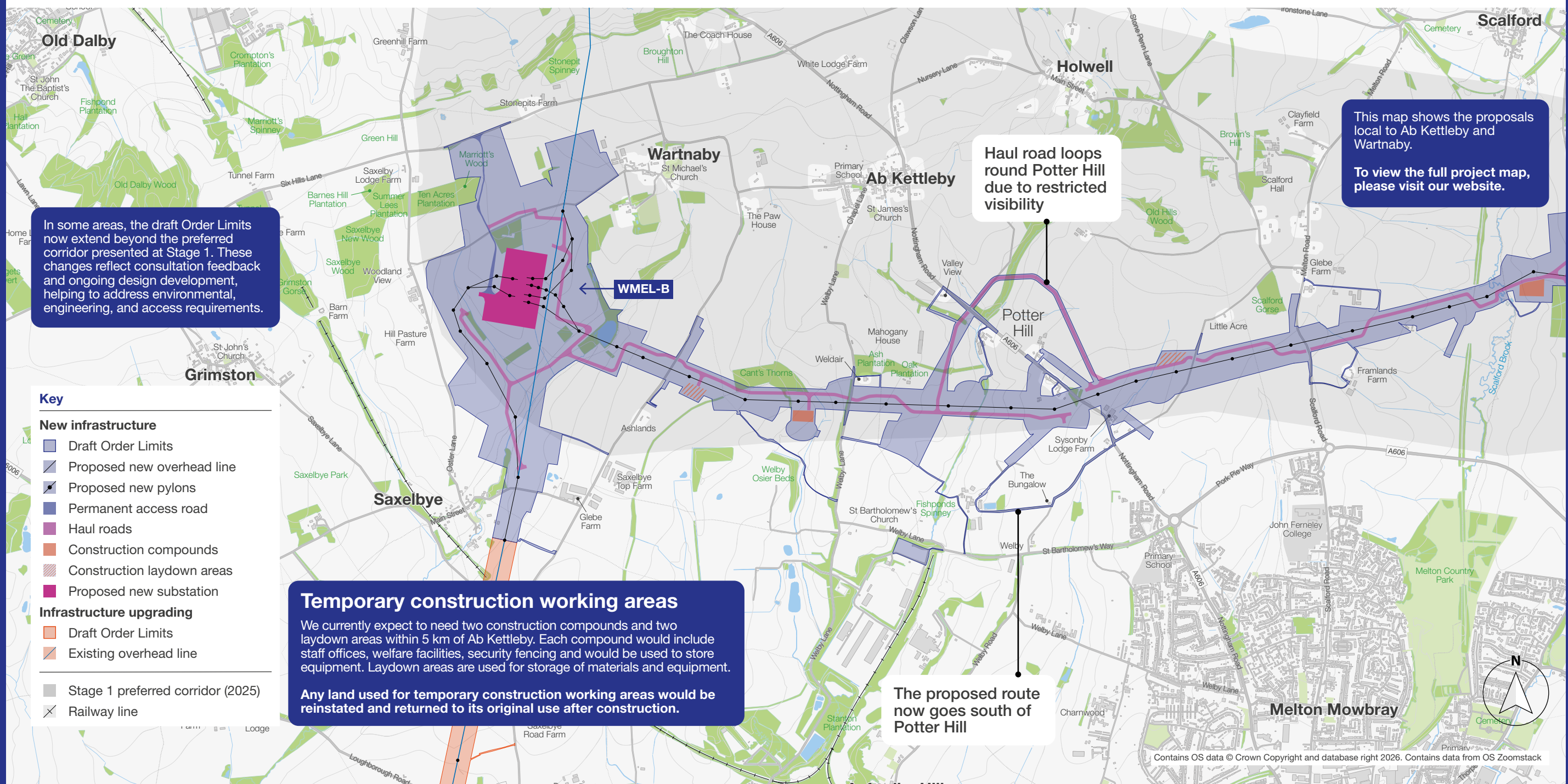
At Stage 1, the preferred corridor showed options for the route to go north and south of Ab Kettleby and Wartnaby.

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

This reflects feedback we received during Stage 1, where many people asked us to consider alternative options to reduce effects on local views.

The refined route brings the overhead line closer to an industrial estate and existing infrastructure in the area. It also makes use of the existing woodland Cant's Thorns, as well as an Ash plantation and an Oak plantation, to help screen views of the overhead line.

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.



Understanding the local area

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 our proposals.

A full assessment of the project's potential environmental effects, and how we propose to address them, will be included in the Environmental Statement in our Development Consent Order (DCO) application. This will include an assessment of cumulative effects with other developments.

Where impacts cannot be avoided, we will work to reduce them as much as possible. This could include creating and improving habitats for wildlife, planting trees and other landscaping, and carefully managing construction activities to minimise disruption.

Potential impacts in this area include:



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 amongst others, to help avoid, reduce and manage impacts.



Traffic, transport and local access

We know local roads, footpaths, cycle routes and community facilities are a valued part of everyday life.

While some temporary disruption may occur during construction, we are carefully assessing potential impacts and identifying opportunities to reduce them.

We will work closely with local authorities and other stakeholders to help maintain access, manage construction traffic and keep communities informed well in advance of any changes.



Ecology and biodiversity

We are continuing surveys to 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.

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.

We will also deliver at least 10% Biodiversity Net Gain, leaving the environment in a better state than before construction.



Landscape and views

We understand that the local landscape is important to people who live and work here.

Where possible, we have positioned pylons and the overhead line away from homes. We have also used existing landscape features, such as woodland, to help screen views of the new overhead line.

We are assessing views from a range of locations in the local area. We will keep looking for ways to reduce visual effects as the design develops.



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.

Some agricultural land would be needed for the project, including small areas for pylon foundations, which are typically around 15 m x 15 m. Additional land would be 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.

We will continue working closely with farmers and landowners to minimise disruption.

If you have seen a site notice, received a landowner questionnaire, or think you should have received one, please get in touch with us.



Temporary construction noise

Some nearby homes may experience temporary increases in noise from construction traffic.

We are continuing to assess potential construction noise. We will continue working closely with local authorities and other stakeholders to identify ways to reduce impacts.

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

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 m high, although some gantries would be taller at around 17 m.

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 have 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.



Find out more

To find out more about our proposals for the WMEL-B substation, including traffic and access and the site selection process, please visit the FAQs on our website or scan the QR code.



What is a substation?

What is a substation?

A substation is an important part of the electricity network. It acts like a junction, helping electricity move from one part of the network to another.

In this case, the substation would connect the new overhead line from Weston Marsh into the existing electricity network, helping electricity move safely and reliably to where it is needed.

How does a substation work?

Substations typically contain a range of specialist equipment that helps the network operate safely, efficiently and reliably.

Why are substations important?

Substations help to:

- connect different parts of the electricity network
- support the growing demand for electricity as more homes, businesses and transport switch to cleaner forms of energy.

To find out more, scan this QR code.



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

Potential impacts of the substation in this area include:



Traffic, transport and local access

Some footpaths and 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.

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

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.

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.

We are working closely with landscape and environmental specialists, local planning authorities and members of your community as we develop the design, to identify opportunities to reduce visual impacts.

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

During construction, people in parts of Wartnaby, Six Hills Lane (Stonepits), Saxelby Pastures, Saxelbye and Glebe Farm may see and hear activity at

the proposed site. This may include the construction of site compounds and haul roads, as well as soil excavation and the levelling of uneven ground.

Following construction, the operational substation is likely to remain visible from some of these locations. We will use the findings of our assessments to improve 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.



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.



How to find out more

We encourage you to provide feedback after reviewing our consultation materials, including our Stage 2 Consultation Document, which explains our proposals in more detail.

Meet the team

Come along to one of our public information events where you can learn more about the proposals, meet the team and ask questions.

If you are unable to attend our events and would like further information, please contact our team using the details below.

Request or pick up printed materials

Many materials are available for free. Some technical documents may be subject to a printing charge.

We will also have printed consultation materials available at several community locations. Please find details of the information points in your area below.

Visit our website

All the consultation materials can be found on the project website. Scan the QR code to visit.



Public information events in your area

Location	Date and time	Address
Ab Kettleby Community Hall (within Ab Kettleby School)	Saturday 10 October 11am–4pm	Wartnaby Road, Ab Kettleby, LE14 3JJ
Grimston, Saxelbye and Shoby Village Hall	Friday 16 October 2pm–7pm	28 Main Street, Grimston, LE14 3BZ

Local information points

Location	Opening times	Address
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

For the full list of our public information events and information points, please visit our website.

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.