

Planning Committee on 15th April 2026

Stage 2 Consultation (Statutory) from National Grid for the Chesterfield to Willington Project.

Appendix 2: Summary Information on Potential Routes of the Overhead Transmission Lines Evidence Based Documents from the National Grid Stage 1 Consultation 2024 and the National Grid Stage 2 Consultation 2024

1.1 National Grid Consultation undertook a Non Statutory Stage 1 Consultation in the Summer of 2024. The supporting evidence for that consultation included

- A [Strategic Options Report](#) ,
- The [Chesterfield to Willington Corridor Preliminary Routeing and Siting Study](#) , and
- The [Chesterfield to Willington - Project Background Document](#) which included a summary of “How we identified the Emerging Preferred Corridor”.

Strategic Options Report, March 2024

1.2 The Strategic Option Report identified that ten potential strategic options have been studied of which four options were considered as possibilities with National Grid concluding that a new substation at Chesterfield to Willington provided the best option.

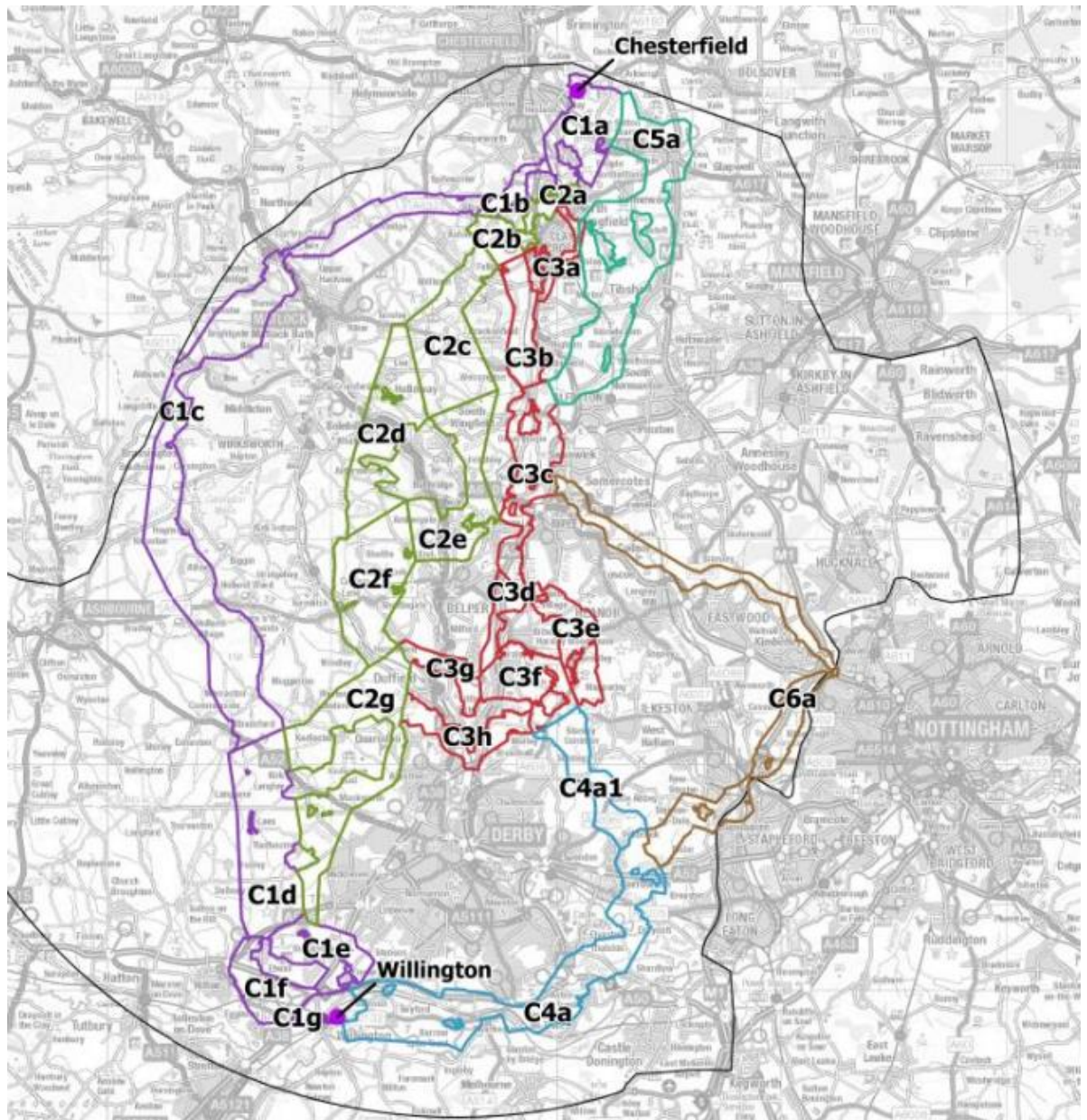
The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study, March 2024

1.3 The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study, March 2024 followed on from the Strategic Options Report. It initially identified 8 preliminary corridors within the context of Chesterfield to Willington. Preliminary Corridors 1, 2, 3, and 4 were taken forward for further refinement with two additional options being consider, Corridor 5 and 6. The additional corridors were to provide additional potential routing options within the eastern extent of the Study Area, which potentially avoided the highly constrained areas further to the west, and to maximise potential opportunities associated with following major infrastructure corridors such as the M1 motorway in certain locations. The six refined corridors did not all form end-to-end solutions, they were then split into discrete ‘sections’ with a series of connecting links to other corridors.

1.4 Essentially, the Emerged Preferred Corridor resulted from a merger of parts of different corridors set out in Figure 1. Potential corridors included the Option

C5a (outline in green in Figure 1) However, the preferred corridor sets out by Nation Grid was to split the corridor within Section C5a to provide optionality around the settlements of Lower Pilsley, Pilsley, Astwith and Hardstoft, including a potential link to Corridor 3 at Section C3a in the vicinity of Clay Cross, before continuing south.

Figure 1: National Grid Chesterfield to Willington Stage 1 Consultation Emerging Preferred Corridor Within Bolsover.
Source: The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study March 2024. National Grid.



Corridors 1,2,3,4,5,and 6 considered in The Chesterfield to Willington Corridor Preliminary Routeing and Siting Study March 2024. National Grid.

1.5 The Routing and Siting Study reached the following conclusions

9.3.3 The northern part of Corridor 5 (Section C5a) around the settlement of Heath contains areas of ancient woodland, several listed buildings and the Heath Village Conservation Area, all of which may be avoided with appropriate routeing. Other linear infrastructure including roads and existing overhead line infrastructure would need to be crossed in this location, with the M1 motorway representing a defining feature at the eastern extent of the section.

9.3.4 Moving in a southerly direction from this point around Holmewood, from a landscape and visual perspective it was determined that turning in a westerly direction towards Clay Cross and Section C3a would be preferred to continuing in a southerly direction, owing to the area around the east of Astwith and Hardstoft being situated on a more exposed upland ridge, with the potential for visual impacts associated with an overhead line. Ultimately, this was determined to be a key factor in remaining north of Hardstoft and Pilsley within Corridor 5 (Section C5a). It was considered that avoiding the potential visual impacts associated with crossing the exposed upland ridge on balance outweighed the technical challenges associated with finding a path between the settlements of North Wingfield and Lower Pilsley, or Lower Pilsley and Pilsley, where it is considered that an appropriate path can be found. Traversing to the west at this point within Corridor 5 (Section C5a) instead of due south past Astwith and Hardstoft may also facilitate a path which is located further away from Stainsby, including the fields used for Stainsby Festival at the eastern edge of the corridor, the Stainsby-defended manorial complex including site of chapel and Stainsby Conservation Area adjacent to the eastern boundary of the section, as well as Hardwick Hall Registered Park and Garden, and Hardwick and Rowthorne Conservation Area further to the east.

9.3.5 In addition, by maintaining a path that traverses towards Section C3a, the southernmost extent of Corridor 5 (Section C5a) immediately north of Alfreton is avoided. This general area contains potential constraints including a sewage treatment plant, the Meadow Lane Solar Farm, and a proposed residential development west of Chesterfield Road. An existing National Grid substation north of the Alfreton sewage treatment plant and potential wirescape associated with the presence of several existing overhead lines is also avoided.

9.3.6 As a result of the appraisal and preference to find a path in a westerly direction towards Clay Cross, Corridor 3 (via Section C3a) was progressed as the only available section that can be linked to in this way from Corridor 5 (Section C5a). As described in more detail in Step 3 below, the onward opportunities of utilising the River Amber Valley through Section C3b was also considered to be an advantage of choosing a path that includes Section C3a, as it affords the possibility of following existing linear infrastructure and vegetation which may mitigate potential visual impacts of an overhead line.

9.3.7 The result of the appraisal therefore meant that in addition to Section C3a, Sections C3b and C3c were progressed as the only available sections that can be linked to within Corridor 3 moving south from Section C3a.

9.3.8 Section C3a was progressed as the available direct link in a westerly direction from the northern portion of Corridor 5 (Section C5a). As such, Sections C3b and C3c must also be progressed as the only available links south within Corridor 3 from Section C3a.

9.3.8 The southern portion of Section C5a was not progressed based on the aforementioned appraisal. No additional sections were removed from consideration at this step.

- 1.6 The proposed re-route of the overhead line means that line will connect with Section C3c rather than C3a (north of Pilsley). This misses out Section C3b of the “Emerging Preferred Corridor” identified in the Stage 1 Consultation by National Grid.
- 1.7 In relation to Step 3 – Determining the Routeing Around Ripley and Other Settlements the comparative appraisal sets out the following:

9.4.3 The northern part of Corridor 3 (Section C3a) traverses around the south of Clay Cross and allows for optionality to the north or south of Stretton as it turns south to enter Section C3b. There may be a need for multiple crossings of road and rail infrastructure through the transition between Section C3a and C3b, but Section C3a is otherwise lacking many other environmental and socio-economic constraints, avoiding the existing solar farm to the south. Section C3a is close to residential properties at the southern edge of Clay Cross but is considered to allow a sufficient distance to minimise potential impacts. The northern option around Stretton sits on a less pronounced ridge than the southern option but would require routeing within closer proximity to the Ogston Reservoir SSSI (located outside the corridor to the west) upon its entry to Section C3b. The southern option represents a shorter option in length and is a more direct route southward to Section C3b.

9.4.4 Moving in a southerly direction through Section C3b, the corridor broadly follows the Amber River valley, which is sparsely populated and where the presence of the railway, tree groups and field boundary vegetation may mitigate the potential visual impacts of overhead lines in alignment with Holford Rule 4. Section C3b avoids several constraints outside its eastern boundary, including the Higham Old Village Conservation Area and cluster of listed buildings in this location, Hallfield Gate Conservation Area, Shirland Golf and Country Club and future residential development in Higham and Shirland. Around the transition to Section C3c, the section is more constrained by a cluster of listed buildings in the corridor, as well as the Amber Mill and Toad Hole Conservation Area to the north of Oakerthorpe, which may be avoided through appropriate routeing. Flood Zones 2 and 3 associated with the River Amber are present in this area, and potential impacts may be mitigated through standard measures.

9.4.10 A continuation of Section C3c, which already comprised part of the emerging preferred corridor, was primarily progressed owing to the more direct route it offers south towards Derby in alignment with Holford Rule 3.

Preliminary Environmental Information Report Non-Technical Summary March 2026

- 1.8 [A Preliminary Environmental Information Report \(PEIR\)](#) has been prepared as part of the Stage 2 (statutory) consultation which comprises 62 documents. It presents the findings of the preliminary environmental assessments to give consultees (which include the public, statutory bodies and other stakeholders) an understanding of the potential likely significant effects (beneficial or adverse) associated with the Project.
- 1.9 It is stressed that:
- At this stage the PEIR is a preliminary assessment for each of the environmental topics that have been assessed for the Project.
 - The preliminary assessments are based on a reasonable worst-case scenario as currently known.
 - Additional mitigation measures may be identified once the final route has been established.
- 1.10 The Project is classified as an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Therefore, National Grid will be required to undertake an EIA for the Project. The PEIR identifies that there are three main documents produced at different stages of the EIA process:
- Scoping Report: The Scoping Report defines the scope of the EIA and the Project's potential likely significant effects to be assessed.
 - Preliminary Environmental Information Report (the current stage of the Project): Prepared to provide the preliminary environmental assessments to give consultees an understanding of the potential likely significant effects (beneficial or adverse) associated with the Project.
 - Environmental Statement (ES): This forms part of the submitted DCO application and reports on the findings of the EIA, outlining the likely significant effects of a project and proposed mitigation measures.
- 1.11 One the aspects raised by the Council in their response to the Non Statutory Consultation was that the environmental reports did not include local wildlife sites set out the council's local plans. It is noted that The Preliminary Environmental Information Report Volume 2: Non-Technical Summary – Figures, March 2026 includes references to local wildlife sites.

- 1.12 The PEIR sets out a Back Check and Review of Strategic Proposal and Options Identification (Non-Technical Summary Paragraph 2.5, page 2.7).

2.5 Back Check and Review of Strategic Proposal and Options Identification

2.5.1 The development of any project is always evolving iteratively as knowledge about it, and the potential areas in which it will be sited, grows and/or alters. A back check of the strategic proposal was undertaken, and confirmed that the Project – the connection between Chesterfield to Willington – remains the optimal option.

2.5.2 Feedback received during the Stage 1 (non-statutory) consultation included suggestions that the Project should be routed away from Pilsley and Lower Pilsley and away from the River Amber valley. In addition, further engineering studies undertaken after the Stage 1 (non-statutory) consultation indicated that routeing through this area would be more technically difficult due to the nature of the terrain, accessibility and the recorded mining history.

2.5.3 A back check of the route corridors presented at the Options and Identification stage was undertaken, which confirmed that the conclusions remained valid with the exception of some of the technical assumptions made in relation to a section of the Emerging Preferred Corridor between North Wingfield/Lower Pilsley and Alfreton.

2.5.4 This back check considered information received from the Stage 1 (non-statutory) consultation as well as further engineering and environmental considerations. As a result of this back check the alternative corridor was defined. The consideration included, but was not limited to:

- engineering challenges to construct pylons in the River Amber valley including topography and accessibility;
- stakeholder feedback being against routeing through the River Amber valley;
- an approximately 1.4 km shorter route; and
- moving further away from Ogston Reservoir Site of Special Scientific Interest and the Grade II* listed Ogston Hall.

2.5.5 In light of the above, it was decided that the section of the corridor between Astwith and Alfreton should be revisited, and alternative options should be considered for this part of the route which went outside the Emerging Preferred Corridor.

- 1.13 The Preliminary assessment of the Project acknowledges that it has the potential to present significant effects to people within settlements, people visiting recreational areas and people using PRowS and other recreational routes (Paragraph 5.5.2).
- 1.14 In relation to the landscape It also states at paragraph 5.5.4 that “Moderate visual effects on Amber Valley Special Landscape Area are expected to be not significant.”
- 1.15 Visually, it indicates “that significant effects from the construction and operation of the Project are anticipated to affect people within the Study Area. These include changes to views experienced by residents within settlements and recreational users of PRowS and other recreational routes (such as LDPs), or visitors to various attractions such as Hardwick Hall. People living in settlements and undertaking

recreational activities close to the Project may experience significant effects to their existing views.”

- 1.16 The PEIR Volume 1: Chapter 6 Landscape and Visual, March 2026 in Table 6.7: Summary of significant visual effects – Section 1 Chesterfield Substation to Tibshelf, concludes for Bolsover Castle and Hardwick Hall there will be major adverse significant effects during the construction and afterwards. Similar there will be significant effects for Bolsover, Askwith, Stainsby, Hardstoft and Tibshelf. Paragraph 6.9.12 sets out “Significant effects were also identified for Bolsover Castle and Hardwick Hall due to the proximity of the route in the case of Hardwick Hall, and visibility of a large extent of overhead line in long distance views in the case of Bolsover Castle, seen in the context of existing overhead lines.”
- 1.17 In relation to the historic environment the PEIR identifies that “There are a large number of post-medieval farmhouses, many of which are designated as listed buildings; and a number of prominent country houses set within designated landscapes. Hardwick Hall is the most prominent of these (Officers emphasis)...”
- 1.18 PEIR Volume 1: Chapter 8 Historic Environment March 2026 sets out in relation to the Hardwick Group of heritage assets “The presence of pylons would therefore introduce a new element in outward views from the western side of Hardwick Hall and Old Hall. Due to the importance of the extensive views from the west terrace and roof of the hall, the impact arising from change on the settings during the construction phase would be of moderate magnitude on an asset of high value, resulting in a moderate adverse (significant) effect.” (Paragraph 8.7.75). “During the operation phase, the impact arising from change on the settings would be of moderate magnitude on an asset of high value, resulting in a moderate adverse (significant) effect.” (Paragraph 8.7.76).
- 1.19 For the conservation areas at Stainsby Conservation Area and defended manorial complex including site of chapel, Askwith, and Hardstoft both during the construction stage and the operation phase the conclusion is that there is a slight adverse (not significant) effect.

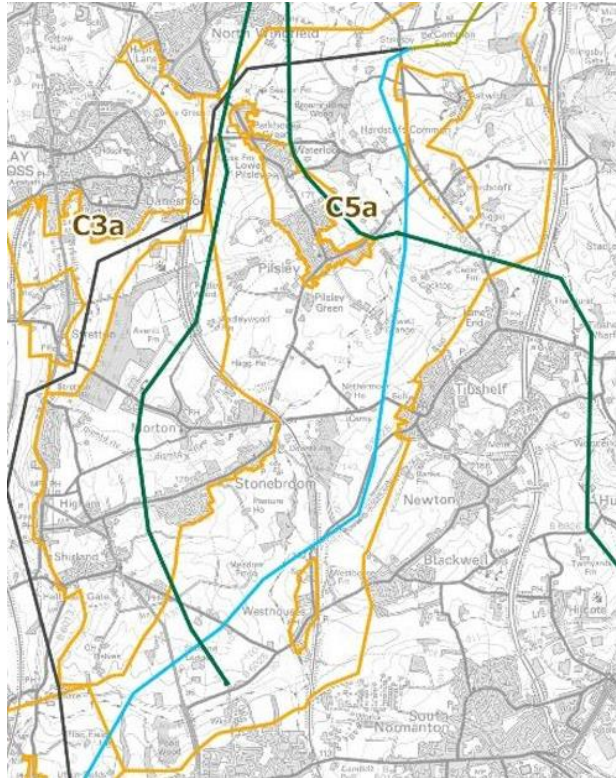
Stage 2 Consultation Design Development Report March 2026

- 1.20 The Design Development Report (DDR) describes how the Chesterfield to Willington Project has developed since the non-statutory (Stage 1) consultation 2024. It stresses that the Project has evolved in response to information collected from further environmental and engineering studies and from feedback received during the consultation period.
- 1.21 The DDR sets out a review of the Corridor Preliminary Routeing and Siting Study 2024 (CPRSS). In relation to Sections C3a and C3b it identified there are a number of technical issues which include:
- Topography with areas of steep terrain.
 - Access issues in relation to the proposed route.

- Historic surface mining issues with the potential need for ground remediation and/or improvement works and piled foundations.
- Pinch points including at Parkhouse Road, north west of Lower Pilsley. (Paragraph 4.3.7 to 4.3.13 inclusive).

It concludes that the development of an overhead line route alignment within Sections C3a and C3b presents significant engineering challenges, particularly those associated with terrain and the recorded mining legacy. ((Paragraph 4.3.14)

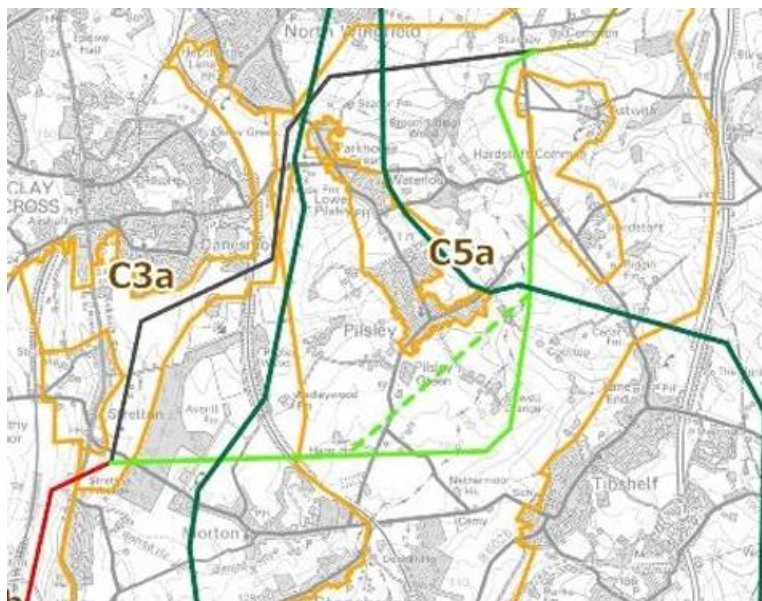
- 1.22 In relation to the environment there was no information that would challenge the findings of the CPRSS. However, it raises that the technical considerations set out above could have the potential to give rise to greater levels of environmental effects than were expected at the time of the CPRSS.(Paragraph 4.3.15).
- 1.23 A further aspect raised is that there were 2,643 feedback submissions from local communities, stakeholders and other consultees to the Stage 1 consultation period. This included suggestions that the Project should be routed away from Pilsley and Lower Pilsley and away from the River Amber valley. (Paragraphs 4.3.16 & 4.4.3).
- 1.24 As a consequence of these aspects Nation Grid determined that the routing through Sections C3a and C3b should be revisited and alternative options considered for this part of the route. (Paragraph 4.4.1 to 4.4.4)
- 1.25 The DDR identifies that in identifying potential alternative routeing options, consideration was given to all of the refined corridors appraised in the CPRSS that had the potential to host an alignment that either avoided or reduced the use of the Preliminary Preferred Alignment between Astwith and Alfreton. (Paragraphs 5.41.to 5.4.3)
- 1.26 The three alternative routeing options were identified
- Alternative Routeing Option 1 - 750 m north west of Astwith, from where it progresses in a broadly southerly direction for approximately 5.6 km, passing to the west of Astwith, Hardstoft and Tibshelf and to the east of Pilsley. (Paragraphs 5.4.5 to 5.4.9).



Figure? Alternative Routing Option 1 (Route identified by the blue line)

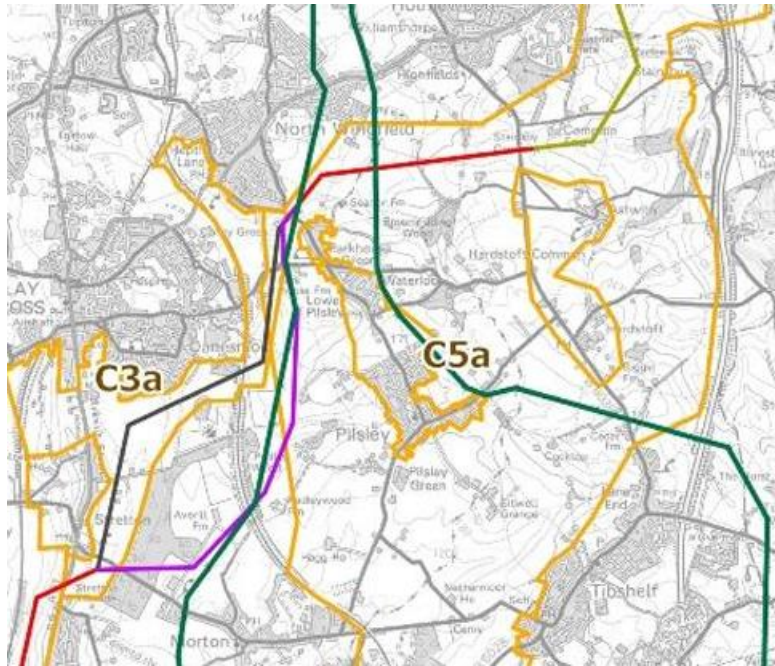
Source: Design Development Report March 2026, page 32.

- Alternative Routing Option 2 - 750 m north west of Astwith, from where it progresses in a broadly southerly direction for approximately 3.7 km, passing to the west of Astwith, Hardstoft and Lane End and to the east of Pilsley. (Paragraphs 5.4.10 to 5.4.15).



Figure? Alternative Routing Option 2 (Route 2a identified by the green line, Route 2b by the dashed green line)
Source: Design Development Report March 2026, Page 34.

- Alternative Routing Option 3 - Option 3 diverges from the Preliminary Preferred Alignment at a point near Parkhouse Road as it passes between Lower Pilsley and North Wingfield, from where it progresses in a broadly southerly direction for approximately 3.5 km, passing to the west of Lower Pilsley and to the east of Danesmoor. (Paragraphs 5.4.16 to 5.4.20).



Figure? Alternative Routing Option 2 (Route 3 identified by the purple line)
Source: Design Development Report March 2026, Page 35.

- 1.27 Paragraphs 5.51 to 5.5.155 set out an analysis of the 3 alternatives reflecting appraisals of the following: technical aspects, landscape and visual, historic environment, ecology, water environment, socio economic and cost.
- 1.28 The Overall Appraisal set out the following

5.5.156 Due to the significant engineering challenges associated with the inherent terrain and characteristics of the local road network in the River Amber valley area between Stretton and Oakerthorpe, the technical appraisal resulted in a strong preference for Alternative Routeing Option 1, as this is the only option under consideration that would avoid this area. The preference for Alternative Routeing Option 1 was supported by the environmental appraisals for landscape and visual and ecology and by the cost appraisal. Whilst the environmental appraisal for historic environment identified a marginal preference for the Preliminary Preferred Alignment and Option 3, no barriers to the overall preference for Option 1 were identified by the environmental appraisals for historic environment and water environment or the socio-economic appraisal. The onward opportunities of utilising the River Amber

valley through Section C3b are also now outweighed by the potential environment harm that would be likely to arise from the extensive engineering works now known to be necessary for an alignment in this area. It is considered that Alternative Routeing Option 1 is the best performing option overall, as it represents the optimal balance between minimising environmental impact and minimising technical challenge.

1.29 Section 5.6 of the DDR provides a conclusion as set out below.

5.6.1 Conclusion In identifying the EPC, within which the Preliminary Preferred Alignment is located, the CPRSS determined that from a point to the south of Holmewood, turning in a westerly direction towards Clay Cross (i.e. into Section C3a) would be preferential to continuing in a southerly direction (i.e. staying within Section C5a). However, additional information gained from Stage 1 consultation feedback and from engineering and environmental studies undertaken since the selection of the EPC has led to several of the factors that influenced that selection to be reconsidered.

5.6.2 There is a relatively elevated upland area within Section C5a to the west of Astwith and Hardstoft, with a consequently increased potential for the overhead line to result in greater landscape and visual impacts should it be located in that area. At the time of the selection of the EPC, it was considered that, on balance, avoiding these potentially greater landscape and visual impacts outweighed the technical challenges associated with finding a route between the settlements of North Wingfield, Lower Pilsley and Pilsley and then routeing within the River Amber valley. However, whilst a more easterly alignment, avoiding the upland ridge, is still preferred from a historic environment perspective because of potential impacts on the setting of Hardwick Hall, such an alignment is no longer preferred from a landscape and visual perspective because of the landscape and visual impacts likely to arise from the extensive engineering works now known to be necessary for a more easterly alignment. In addition, such engineering works may also increase the impact of an alignment within the River Amber valley between Stretton and Oakerthorpe on breeding bird populations associated with the Ogston Reservoir SSSI. As a result, following a multi-disciplinary design change control process, and in light of feedback received during the Stage 1 consultation and further multi-disciplinary review and assessment, the balance of environmental and technical considerations in choosing between a more westerly alignment, across the more elevated upland area, and a more easterly alignment, in the River Amber valley, is now reversed.

5.6.3 Routeing westward into Section C3a instead of due south past Astwith and Hardstoft was also considered to facilitate an alignment located further away from Stainsby, including the fields used for Stainsby Festival, at the eastern edge of Section C5a. The Stainsby defended manorial complex and Stainsby Conservation Area are both adjacent to the eastern boundary of Section C5a and Hardwick Hall RPG, and Hardwick and Rowthorne Conservation Area are located further to the east. However, whilst Option 1 is likely to give rise to greater impacts on the setting of Hardwick Hall than the Preliminary Preferred Alignment, by utilising the central rather than easterly part of Section C5a, Option 1 minimises potential impacts on the other potential receptors identified in this area.

5.6.4 The onward opportunities of utilising the River Amber valley through Section C3b was also considered to be an advantage of choosing to route through Section C3a, as it could afford the possibility of following existing linear infrastructure (i.e. the Midland Main Line railway) and vegetation which may mitigate some of the potential

visual impacts associated with an overhead line. This consideration is now outweighed by the potential environment harm that would be likely to arise from the extensive engineering works now known to be necessary for an alignment in this area.

5.6.5 A route through Section C3a would avoid the southern part of Section C5a, immediately to the north of Alfreton. This area contains several potential constraints, including a sewage treatment plant, the Meadow Lane Solar Farm and a proposed residential development west of Chesterfield Road. An existing NGED Substation north of the Alfreton sewage treatment plant and the potential for wirescape associated with the presence of several existing overhead lines would also be avoided. However, in developing the Option 1 alignment, it has been demonstrated that these constraints can be avoided.

5.6.6 Given that the balance of environmental harm likely to arise from an alignment crossing the elevated upland area to the west of Astwith and Harstoft and that likely to arise from an alignment within the River Amber valley between Stretton and Oakerthorpe is now reversed, and in light of the results of the appraisal of the Preliminary Preferred Alignment and the three alternative routeing options set out above, it is confirmed that Alternative Routeing Option 1 is now the preferred option for the routeing in that section of the corridor. Details of the changes made to the Preliminary Preferred Alignment as a result of this decision are provided in Chapter 7 of this report.