The Great Grid Upgrade

Grimsby to Walpole

Stage 2 consultation document

June 2025

nationalgrid

About National Grid and The Great Grid Upgrade

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

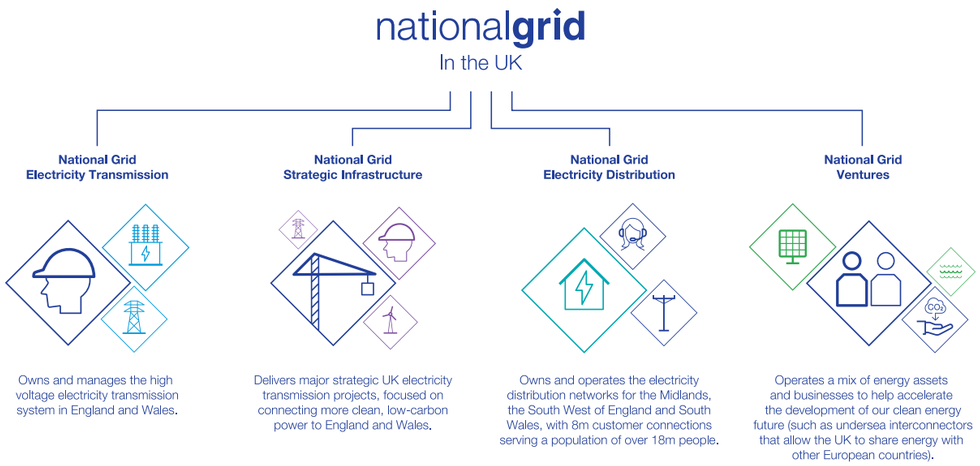


Figure 1 – National Grid group of business areas

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

NGET is developing the proposals set out in this document. It must, under the Electricity Act 1989, do so in an efficient, coordinated, and economical way which also considers people, places and the environment. We have published 10 commitments to how we go about doing this in our stakeholder, community and amenity policy[1].

To find out more about how we develop our proposals, please see our 'how we work' video[2].

National Grid Electricity Transmission's role

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

[1] National Grid's commitments when undertaking works in the UK: Our stakeholder, community and amenity policy (National Grid, December 2016) – Available at **https://www.nationalgrid.com/electricity-transmission/document/81026/download**

[2] National Grid Electricity Transmission, 'How we work' video **players.brightcove.net/867903724001/default_default/index.html?videoId=6329276694112**

What is The Great Grid Upgrade?

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

Electricity demand in Britain is forecast to at least double by 2050, increasing the amount of energy we need to transport to homes and businesses. Alongside this there has been huge growth in offshore wind, interconnectors and nuclear power which means that more electricity will be generated in the years ahead than the current network is able to transport securely and reliably.

New power lines are needed to meet the Government's target of connecting 50 Gigawatt (GW) of offshore wind, enough to power every home in the country with clean, green and more affordable energy.

The Great Grid Upgrade is the largest overhaul of the grid in generations and will future proof the Grid for years to come, facilitating the transition to a clean and affordable energy future.

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

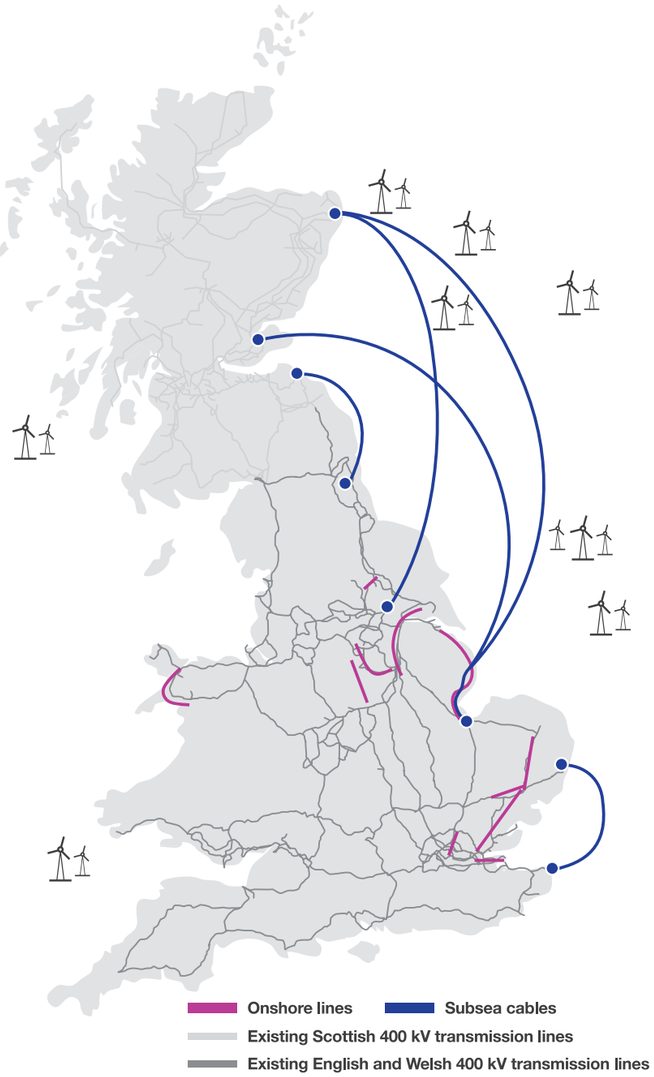


Figure 2 - Map of existing high voltage electricity transmission network and projects proposed as part of The Great Grid Upgrade

The Great Grid Upgrade will:

- contribute to lower energy bills over the long term and make the UK's energy more self-sufficient
- support hundreds of thousands of jobs and contribute an average of £18.4bn to GDP

Contents

Foreword

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

Grimsby to Walpole is one of five new electricity transmission projects being proposed in Lincolnshire. Three are mainly offshore projects. Grimsby to Walpole is an overhead line project. All are part of The Great Grid Upgrade – the biggest overhaul of the electricity transmission network in Britain for a generation. We require these new reinforcement projects so we can continue to deliver a reliable, affordable network into the future and meet the rising demand for electricity.

The way we generate electricity has changed and is continuing to change. These projects will connect our homes, businesses and public services to sources of home-grown renewable energy which can lower our electricity bills and make our country more energy secure. The existing network in the region does not have the capacity to deliver the required amount of electricity to where it is needed across the East Midlands.

Following our Stage 1 consultation in Spring 2024, we have developed our more detailed proposals and are pleased to share these with you now and seek your feedback.

We encourage you to share your views on where the new infrastructure could be built and what you would like to see us consider as we finalise our proposals and prepare to submit our application for Development Consent to the Planning Inspectorate.

All documents published as part of this consultation, including this Stage 2 consultation document, can be found at **nationalgrid.com/g-w** and are available on request by contacting the Project team at **contact@g-w.nationalgrid.com** or **0808 258 4395**.

We encourage everyone to take time to review our proposals, get in touch with any questions, and respond by **11:59pm** on **Wednesday 6 August 2025**.

Ben Muncey
Project Director
Grimsby to Walpole

Consulting on our proposals

Grimsby to Walpole meets the criteria to be classified as a Nationally Significant Infrastructure Project.

These types of Projects require a special type of planning permission, known as a development consent order (DCO).

Consultation is an important part of the DCO process as it enables everyone to comment on our proposals. Feedback from our consultations – along with the outcome of technical assessments and environmental surveys – helps us to develop our proposals before we submit our DCO application to the Planning Inspectorate.

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

This is the second stage of consultation on our proposals for Grimsby to Walpole. You can read more about our previous, Stage 1, consultation on the following page.

Our approach to consulting with communities

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

Grimsby to Walpole is part of The Great Grid Upgrade. Our aim is for The Great Grid Upgrade to deliver social and economic benefits as well as providing a vital environmental service to Britain by decarbonising the electricity network.

Scan this QR code to view a short film about the development consent order process, or visit The Planning Inspectorate's website[3] for more detail.

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

Consultation stages

Stage 1 consultation

Between 18 January 2024 and 13 March 2024 we held an initial non-statutory consultation (Stage 1 consultation) to introduce our proposals for Grimsby to Walpole. This allowed us to introduce the Project, answer questions, and listen to feedback on our early proposals. We are grateful to everyone who took the time to provide comments.

More information on the feedback we received and our response can be found in our Stage 1 consultation feedback report, which is available in the Document library on our website at **nationalgrid.com/g-w**, at public information events, and at local information points.

We have considered feedback from the local community, alongside outputs from our ongoing engagement with stakeholders, technical assessments and environmental surveys to help develop our proposals for Grimsby to Walpole.

Stage 2 consultation

This stage of consultation is a further opportunity to share your views. It is a 'statutory consultation' as it will be carried out in line with the Planning Act 2008, which includes a requirement for a Statement of Community Consultation.

Statement of Community Consultation

The Statement of Community Consultation (SoCC) is a document which explains how we will consult the community, including information for members of the public on how to get involved and submit feedback. We have worked with each of the local authorities in the Project area to develop and agree the SoCC.

You can view a copy in the Document library on our website, at the public information events and at local information points.

2,976

people attended our in-person events and 175 people attended our webinars.

The Project website received

33,917

views from 22,512 users.

7,694

responses were received from stakeholders and members of the public with an interest in our proposals.

Our social media advertising across Facebook generated

1,918,152

impressions, reaching a total audience of 1,434,643.

Project timeline

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

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

Figure 3 – Indicative Project timeline

January 2024 to March 2024 – Stage 1 consultation

We held a period of consultation to receive early feedback on the Project.

June 2025 to August 2025 – Stage 2 consultation

We are consulting on the draft proposals. This Stage 2 consultation is an opportunity for local people and stakeholders to see and comment on the updated proposals.

Winter 2025/Spring 2026 – Localised consultation at Weston Marsh

We will undertake a localised consultation on updated proposals for the Refined Weston Marsh Substation Siting Zone. This further consultation will allow local people and stakeholders to review and comment on updated and detailed proposals for the proposed transmission infrastructure at Weston Marsh.

Summer 2027 – DCO Application submission

We will submit our DCO application to the Planning Inspectorate. The Planning Inspectorate, on behalf of the Secretary of State for Department of Energy Security and Net Zero, has up to 28 days to decide whether or not the application meets the standards required to be accepted for examination.

Winter 2027 – Examination

If the application is accepted, it will go through a six-month examination period. Prior to this period, stakeholders, including members of the public, can register with the Planning Inspectorate to become an 'Interested Party' by making a 'Relevant Representation'. The Planning Inspectorate (PINS) will oversee the examination process. Interested Parties are invited to provide more detail on their views in writing during this phase. Careful consideration is given by the Examining Authority (the Inspector or panel of Inspectors appointed to conduct the Examination) to all relevant and written representations and supporting evidence.

2028 – Recommendation and Decision

Within three months of the close of the examination, the Examining Authority will prepare and submit a report, including a recommendation for consent or refusal, to the Secretary of State. The Secretary of State will then make a decision on the application within three months.

2029 – Post-decision

Construction can begin if development consent is granted, and no legal challenges are raised within six weeks.

The need for the Project

The way we generate and consume electricity is changing

Grimsby to Walpole would play an important role in building a more secure and resilient future energy system by reliably transporting electricity between the North and the Midlands, and between the Midlands and South of England.

The way electricity is generated is changing, with more renewable energy being generated in Britain. Demand is also set to significantly increase as the way we power our homes, businesses, industry and transport changes. The fossil fuels that once powered our economy are being replaced with sources of low carbon electricity. The change in how electricity is generated is a major step towards decarbonising our economy and providing homes and businesses with clean, secure, and affordable energy.

To deliver more home-grown clean power to where it is needed and increase our energy security, we must also upgrade the transmission system – 'the grid'.

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

The existing network in the project area

The existing transmission network in the area was mostly built in the 1960s, to connect inland coal-fired power stations. Later, gas-fired power stations were connected in areas such as the Humber. However, the Lincolnshire coastal region currently has limited infrastructure, restricting its ability to support new renewable energy connections.

New electricity generation and network capacity

Electricity generators such as solar and offshore wind farms apply to the National Energy System Operator to connect to the electricity network.

Once a connection is agreed, it is contractually secured and National Grid Electricity Transmission must provide the connection to the network, whilst also making sure the transmission system meets performance and security standards. For example, the network must be designed to handle existing and new connections in peak demand conditions and to have sufficient spare capacity to prevent widespread supply interruptions when there are certain faults on the network.

Power Units: GW vs. MW

A gigawatt (GW) is a unit of power equal to one billion watts, often used to measure the output of the total power consumption of a country at any given time. For example, the peak demand of the Great Britain (GB) system is currently around 65 GW.

A megawatt (MW) is a unit of power equal to one million watts, typically used for wind turbines, or the power consumption of a city. For instance, a typical offshore wind farm has a capacity in the region of 1 to 1.5 GW. One gigawatt is equal to 1,000 megawatts.

This makes GW suitable for larger-scale power generation and MW for smaller facilities or regional energy use.

Reinforcing boundaries

The electricity network system in Britain is split into boundaries. Each boundary has a limit to the amount of electricity that can flow across it. As more electricity is needed and is being generated in Britain, we can assess where the power flows between these boundaries will need to increase. The boundaries B8 and B9 (shown below), are where we need to increase the capacity of the Grid for this increased amount of electricity. Grimsby to Walpole will help achieve this by providing reinforcement across boundaries B8 and B9.

B8 needs around 7.9 GW of additional capacity by 2035, and B9 needs around 4.7 GW by 2030 in accommodating the two generation groups. In this case, we must build new parts of the network to connect new generation and resolve capacity issues with network boundaries B8 and B9.

Delivering new infrastructure

Upgrading the existing network will not resolve the capacity issues and help to meet the supply of additional electricity flows in order to meet growing demand. Reinforcements are therefore essential.

Grimsby to Walpole will add one of the needed 400 kV AC double circuits connecting new offshore wind, energy storage, solar, interconnectors and Combined Cycle Gas Turbine (CCGT) plants that are contracted to connect to the network.

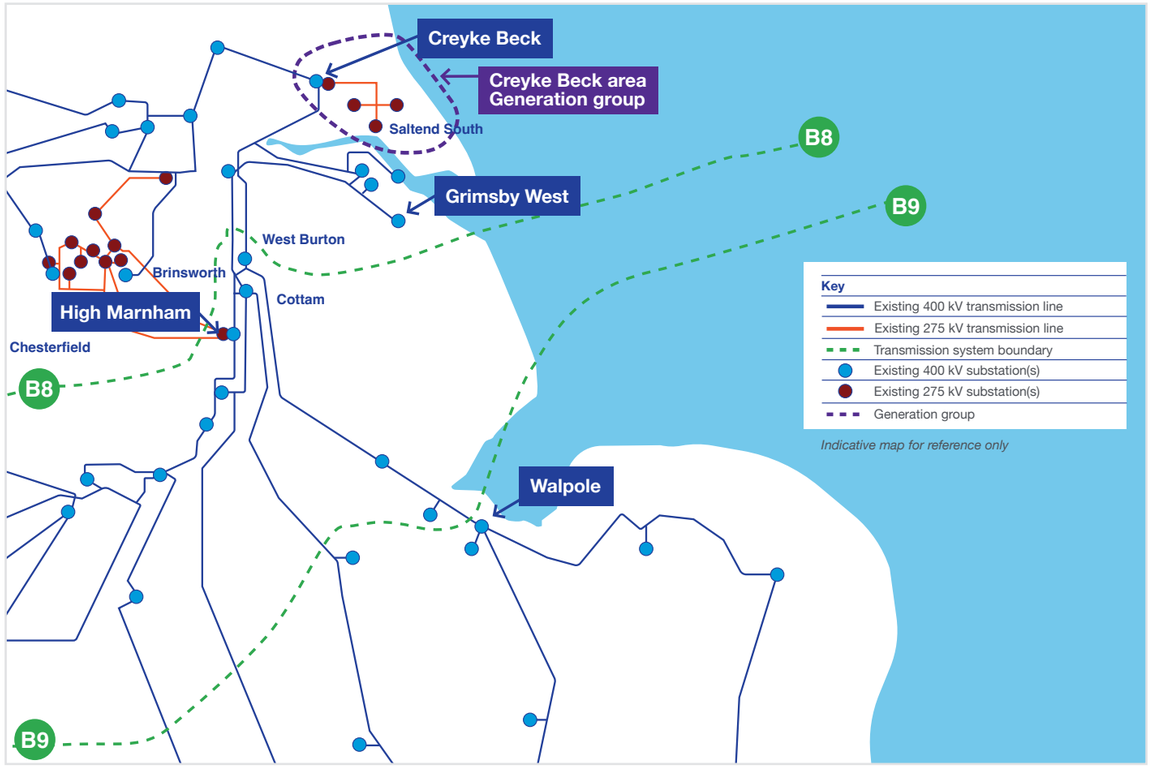


Figure 4 – map showing the B8 and B9 transmission boundaries

Our proposals

This section describes our proposals for Grimsby to Walpole by providing an overview of the Project as a whole, then a more detailed look at the route in seven sections.

At our Stage 1 consultation, the route was divided into 11 sections. Following updates to our proposals, this Stage 2 consultation includes seven sections. This means that your local route section may be numbered differently.

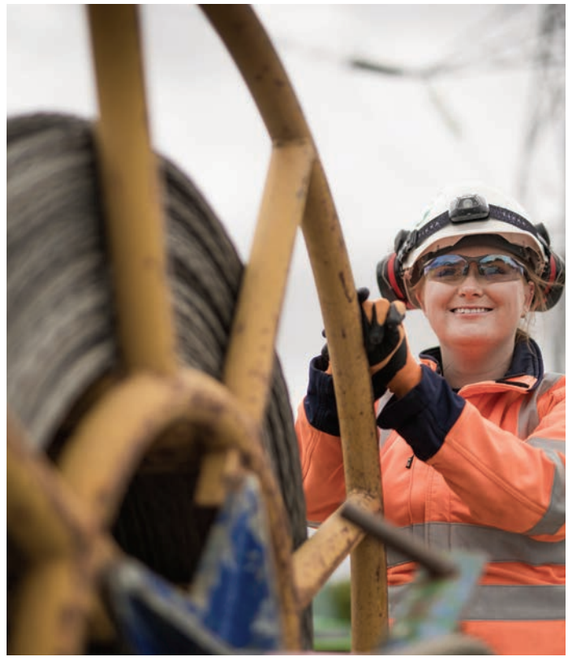
To view more detailed plans, photomontages and a Guide to interacting with our consultation plans, please see the below documents.

Overall location plan

Route section plans

Guide to interacting with our consultation plans

Photomontages



Our proposals for Grimsby to Walpole include the following principal components:

- approximately 140 km of new 400 kV overhead transmission line
- a new 400 kV substation to be built in the vicinity of the existing Grimsby West 400 kV Substation in North East Lincolnshire (to be referred to as New Grimsby West Substation). The existing substation would be decommissioned, in all, or part. The extent of decommissioning will be determined and reported in the Environmental Statement
- two new 400 kV Lincolnshire Connection substations located south-west of Mablethorpe in East Lindsey (to be referred to as Lincolnshire Connection Substation A and Lincolnshire Connection Substation B)
- up to two new 400 kV substations in the vicinity of the Spalding Tee-Point in South Holland District (to be referred to as Weston Marsh Substation A and Weston Marsh Substation B)
- a new 400 kV substation in proximity to the existing Walpole Substation west of the village of Walpole St Andrew and north of the town of Wisbech, in King's Lynn and West Norfolk District (to be referred to as Walpole B Substation)
- replacement of short sections of existing 400 kV overhead line and local changes to the lower voltage distribution networks to facilitate the construction of the new overhead line and substations.

The Project will include other required works such as temporary access roads, highway improvements, construction work compounds, and ancillary works. It will also include utility diversions and drainage works. There will also be land required for mitigation and enhancement of the environment, which will deliver an overall biodiversity net gain (BNG), an approach to development that leaves habitats in a better state than before.

Grimsby to Walpole design refinement

Following our Stage 1 consultation in early 2024, we reviewed all feedback while also progressing environmental and technical assessments to refine our proposals. At Stage 1 consultation, we presented a corridor and graduated swathe which indicated where we were likely to build Grimsby to Walpole.

We are now seeking feedback on a more detailed design as part of this Stage 2 consultation, which now includes a proposed overhead line route and locations of substations.

Design development has been informed by several factors, including the outputs of engineering and environmental assessments (including surveys) and an appraisal of comments received as part of the Stage 1 consultation feedback. More information is available in the DDR (Design development report).

We develop our Projects in accordance with our legal requirements to be economic, efficient, coordinated and ensure regard to the environment, amenity and national planning policy. We also have to consider other legislation including the preservation of biodiversity and furthering the purposes of the Lincolnshire Wolds National Landscape (formerly AONB).

Transmission infrastructure explained

Pylons and overhead lines

Pylons are used to support high voltage overhead lines – the conductors that transmit electricity as alternating current all over the country. They keep these cables elevated to ensure safe passage over roads, rivers, valleys, and railway lines.

Overhead lines can transmit higher amounts of electricity than underground and subsea cables in one piece of infrastructure. For example, a single line of pylons can transport around 6930 megawatts (MW), whereas the largest underground high voltage direct current (HVDC) system could transport 2000 MW. The height of pylons can vary depending on the terrain and the specific requirements of the area. For example, low-height pylons may be used in areas with significant visual or environmental constraints.

Substations

Substations convert electricity into different voltages. This conversion is necessary because high voltages are more efficient for transmitting electricity over long distances, while lower voltages are safer and more suitable for distribution into homes and businesses. This enables electricity to be transmitted and distributed throughout the country and into homes and businesses. Substations provide a vital role in connecting overhead line circuits, generators, interconnectors, other transmission projects, and new generation sources like offshore wind farms.

Substations typically include transformers, circuit breakers, disconnecting switches, and other equipment necessary for operating and protecting the electrical grid. They are above ground and once operational, do not require a large number of people to be present to operate and maintain them.

There are primarily two different types of substations

Air Insulated Switchgear (AIS) uses air to insulate the electrical components. AIS is the default for substations because it allows for much easier installation, procurement of equipment, and operation and maintenance. Gas Insulated Switchgear (GIS) uses gas to insulate the electrical components.

Substations included as part of our proposals for Grimsby to Walpole are proposed to be AIS.

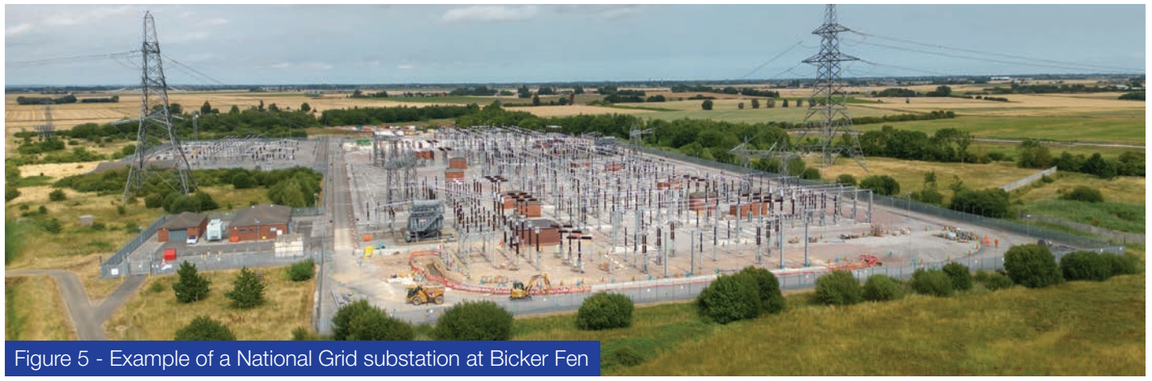


Figure 5 - Example of a National Grid substation at Bicker Fen

Gantries

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

Supergrid transformers

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

Angle Pylons

Angle pylons, also known as deviation pylons, are essential for carrying power lines around bends on their route. These pylons have unique design features, such as unequal arm lengths and squat bases for balance, which help maintain the integrity of the power line. They are particularly useful for realigning power line routes when necessary, especially at corners.

High Voltage Direct Current

Power is generated and largely transmitted across our electrical system as HVAC. Alternating current power is efficient for distributing energy across the country, and into homes and businesses. HVDC is often more efficient when transporting electricity over much longer distances because it incurs fewer losses.

Watt

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

Figure 6 - Example of a National Grid gantry

Figure 7 - Example of a National Grid Supergrid transformer

Proposals by location

At our Stage 1 consultation, the emerging preferred corridor was split into 11 sections to make it easier for people to view and give feedback about any particular areas that they may be interested in. These sections were defined by key geographic features or settlements and also encompassed the proposed substation siting zones.

For this Stage 2 consultation, the preferred route has been split into seven sections to clearly distinguish between substation and overhead line locations.

The table below describes the seven sections:

- **Route section 1:** New Grimsby West Substation
- **Route section 2:** overhead line from New Grimsby West Substation to new Lincolnshire Connection Substation A
- **Route section 3:** Lincolnshire Connection Substations A and B (including the overhead line between them)
- **Route section 4:** overhead line from Lincolnshire Connection Substation B to the Refined Weston Marsh Substation Siting Zone
- **Route section 5:** Refined Weston Marsh Substation Siting Zone
- **Route section 6:** overhead line from the Refined Weston Marsh Substation Siting Zone to Walpole B Substation
- **Route section 7:** Walpole B Substation

Summaries of the proposals for Route sections 1 to 7, including maps, key issues, design changes, and constraints, are included on the following pages.

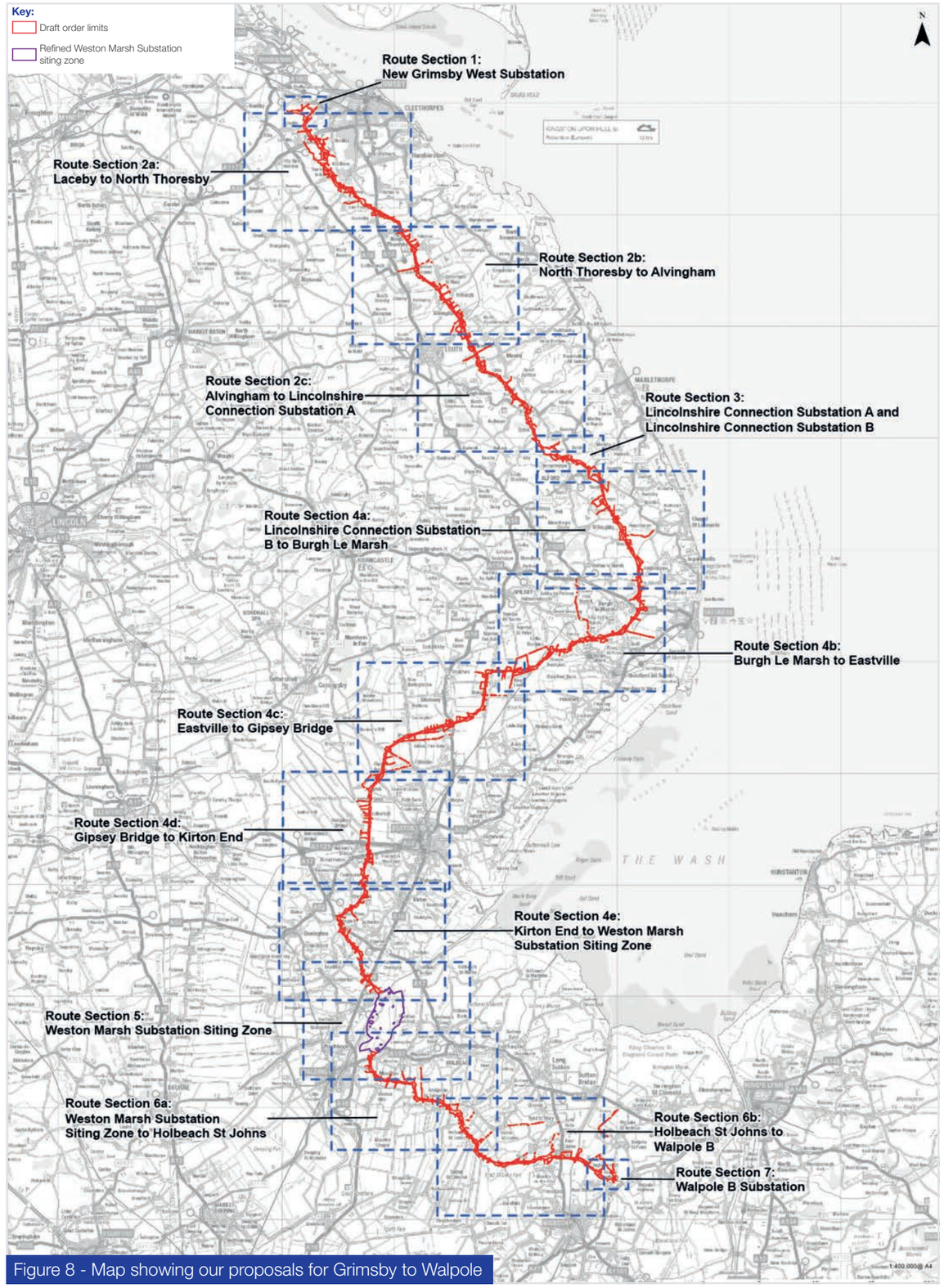


Figure 8 - Map showing our proposals for Grimsby to Walpole

Route Section 1
New Grimsby West Substation

The New Grimsby West Substation would be located immediately to the west of the existing National Grid Electricity Transmission substation, to the west of Wybers Wood. Once New Grimsby West Substation has been constructed, the existing National Grid Electricity Transmission substation will be mostly, or entirely, decommissioned.

The new substation would use Air Insulated Switchgear (AIS), meaning most of the equipment would be outdoors. The substation would be within a secure fenced area, covering approximately 9.7 hectares, with additional space near the entrance. The tallest buildings would be approximately 12.5 metres high, and the gantries connecting the overhead lines up to 15 metres high. The substation would include up to five Supergrid transformers (SGTs), with two replacing those in the existing substation and an additional three to facilitate increased connection capacity.

Additionally, there would be connections into and modifications to the existing 400 kV overhead lines (OHL) and a connection into the new 400 kV line.

A proposed access road off Aylesby Road would facilitate construction and operational maintenance activities for the substation site.

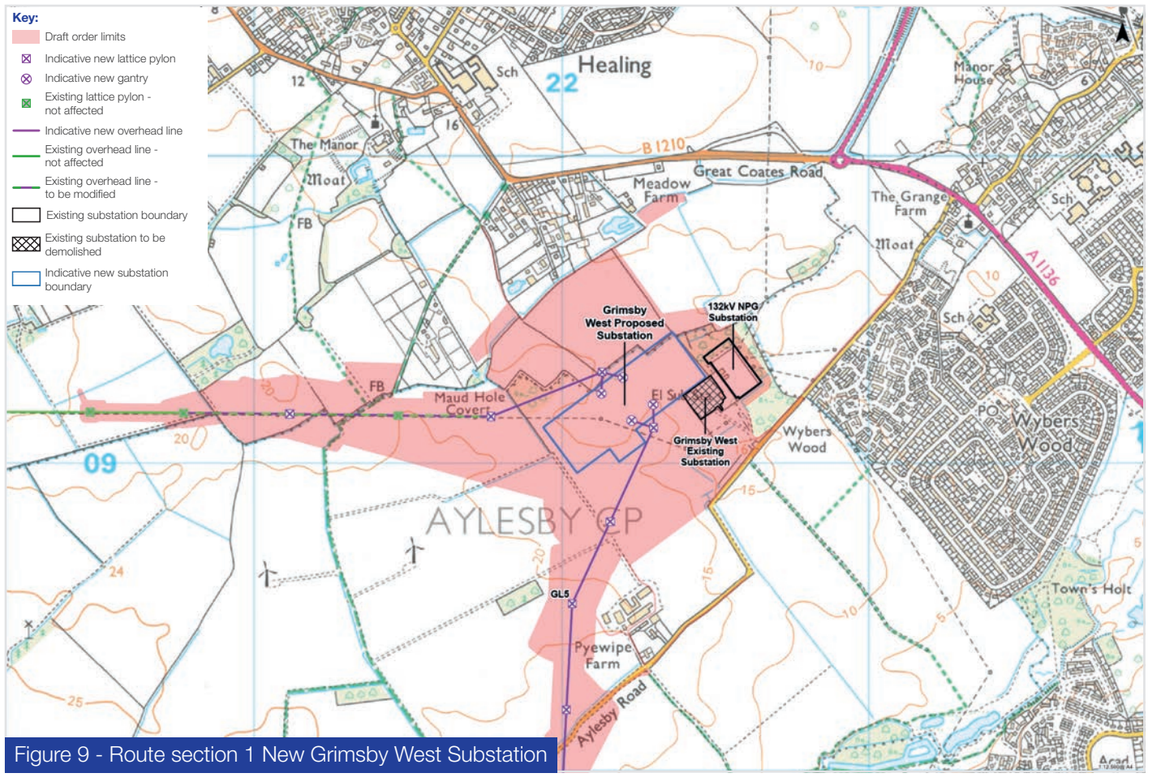


Figure 9 - Route section 1 New Grimsby West Substation

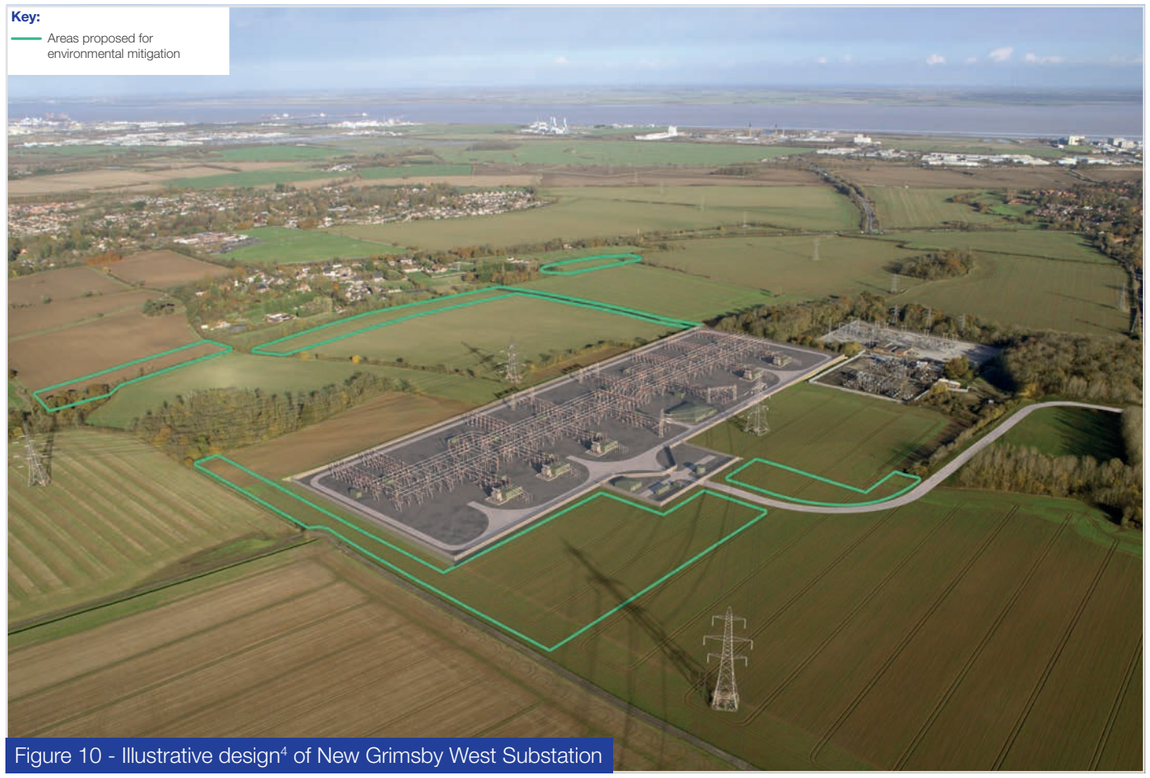


Figure 10 - Illustrative design[4] of New Grimsby West Substation

How our plans have developed since the Stage 1 consultation

In Route Section 1, the alignment has remained largely unchanged since the Stage 1 consultation.

We are proposing to site the new substation adjacent to the existing National Grid Electricity Transmission substation. This location was preferred through design development because building next to our existing substation would reduce the extent of existing overhead line and underground cable diversions. This location also allows us to use land already within National Grid's ownership and existing screening (Wybers Wood) would help to mitigate potential visual impacts on nearby residential areas.

[4] The aerial images used in this document are extracts from Fly-through videos covering the full route of the Project, which are available on the Project Website. These have been produced using aerial footage captured from an altitude of approximately 300 m above ground level in October 2024. They provide an illustrative representation of the design being consulted on as shown in the Consultation Plans after completion of construction, including indicative locations of the areas for vegetation screening. The visualisations make use of 3D Models for the substations based on the layouts presented in the Substation Site Layout Plans, as well as 3D models for the new and modified overhead lines which are based on the design presented in the Consultation Plans. Whilst efforts have been made to ensure technical accuracy of the visual models, the images are indicative only and the Consultation Plans should be referred to for accurate design information.

Route section 2

New Grimsby West Substation to Lincolnshire Connection Substation-A

From the proposed new Grimsby West Substation, the proposed overhead line would cross the A46 between Laceby and Laceby Acres, then route southeast to pass between the villages of Barnoldby le Beck and Waltham. The proposed overhead line would then run south towards Brigsley, routeing northeast of Brigsley and crossing the B1203 between Brigsley and Waltham.

The overhead line would route between Waithe and Grainsby and continue southeast before crossing the B1201 to the east of North Thoresby. This section would run from east of North Thoresby, south of the B1201, to the west of Covenham St Mary to a point northeast of Keddington and southwest of Alvingham.

From here, the overhead line would route over the Louth Canal, taking the shortest, straightest route across the B1200, west of Manby Showground, to provide greater separation from the Lincolnshire Wolds National Landscape. The route would then pass between Tothill and Withern, before running directly south, passing to the west of Woodthorpe Hall Golf Club and crossing Rye Lane to connect into Lincolnshire Connection Substation A, east of Greenfield and Mother Wood.

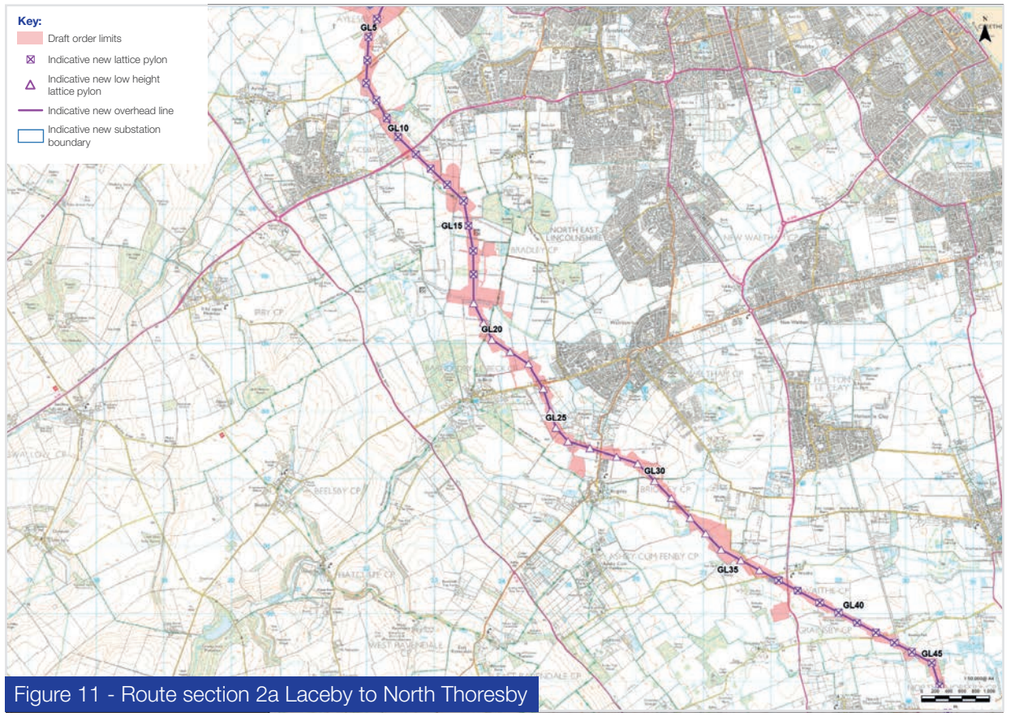


Figure 11 - Route section 2a Laceby to North Thoresby

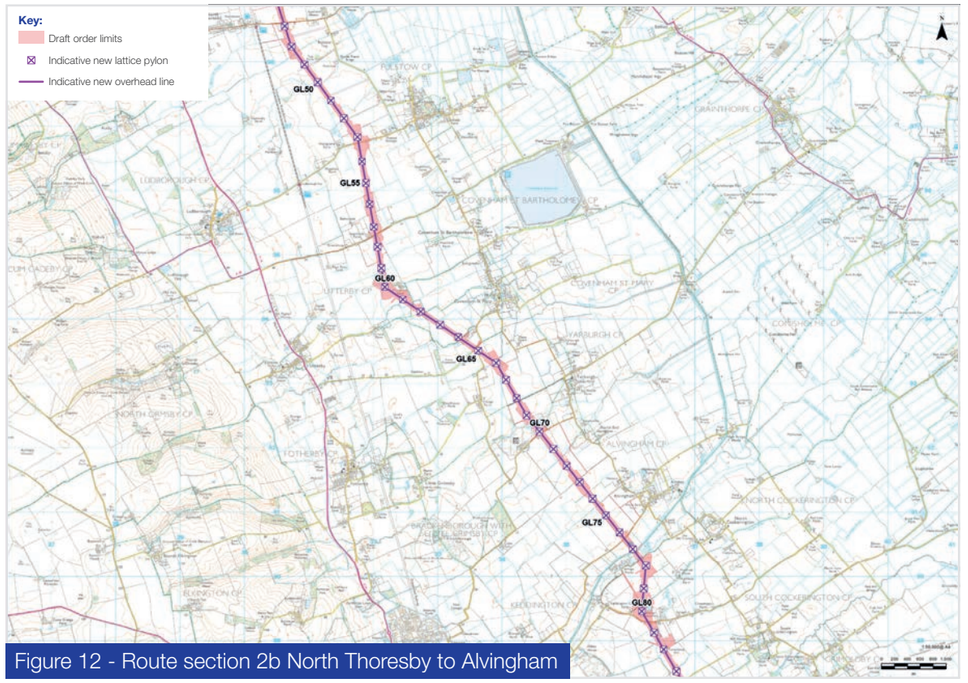


Figure 12 - Route section 2b North Thoresby to Alvingham

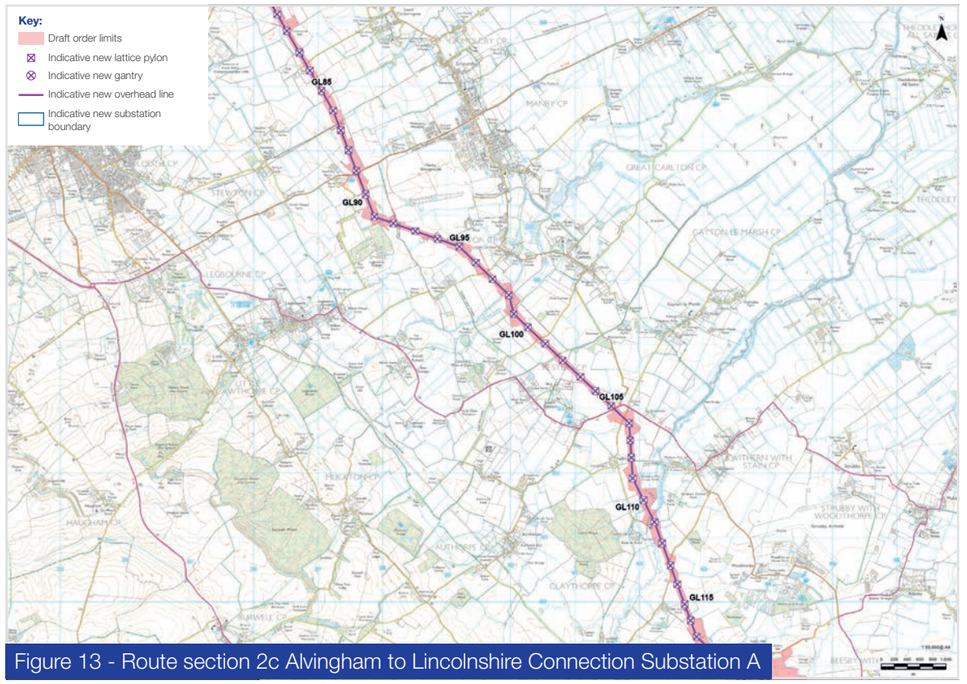


Figure 13 - Route section 2c Alvingham to Lincolnshire Connection Substation A

How our plans have developed since the Stage 1 consultation

At Brigsley, our proposed route has been refined to pass to the north of the village. This is partly to limit the overall length of the line and avoid requiring additional angle pylons that are needed to accommodate bends in the route. It was also preferred because the overhead line avoids interactions with the proposed Viking Carbon Capture and Storage pipeline which passes to the south of the village.

At Covenham Saint Bartholemew we have also refined the proposed route alignment to consider potential impacts on users of The Thomas Centre, a holiday park for users with special educational needs and disabilities (SEND).

We have introduced low-height pylons north of Barnoldby le Beck to Waithe as a new element of our proposals. This change aims to reduce potential significant effects on the Lincolnshire Wolds, a National Landscape (formerly called Area of Outstanding Natural Beauty), and the setting of the Waltham Windmill, a designated heritage asset. We have also made efforts to mitigate impacts on activities at Strubby Airfield, by refining the proposed alignment to hug the very western edge of the eastern corridor option presented at our Stage 1 consultation.

During design development, we reviewed the preferred corridor (presented at Stage 1 consultation), against the eastern corridor (located closer to the coast). The review explored the possibility of adopting the eastern corridor, in favour of the west, starting just south of North Thoresby and Tetney and ending just north of Burgh le Marsh. The routeing considerations for both corridors remains finely balanced but overall, the findings of the corridor review were not significant enough to change our corridor preference as set out at Stage 1 consultation.

We have carefully considered community feedback regarding construction traffic routes, cultural heritage, ecology, biodiversity, health impacts, and landscape visual effects. While the proposed routes remain largely unchanged within the graduated swathe presented at Stage 1, we have balanced technical feasibility, environmental considerations, and community concerns. Mitigation measures, such as Construction Environmental Management Plans (CEMP), will be in place to address these concerns.

Figure 14 - Photomontage[5] of Route section 2 overhead line

[5] The photomontage images used in this document are extracts from a larger set of photomontages which are available on the Project Website. These have been produced using imagery captured from various locations across the Project between October 2024 and April 2025. They provide an illustrative representation of the design being consulted on as shown in the Consultation Plans. The photomontages make use of 3D models for the new and modified overhead lines which are based on the design presented in the Consultation Plans. Whilst efforts have been made to ensure technical accuracy of the visual models, the images are indicative only and the Consultation Plans should be referred to for accurate design information.

Route section 3
Lincolnshire Connection Substation A and Lincolnshire Connection Substation B

Based on our assessments (further details contained within the PEIR), we have proposed that both Lincolnshire Connection Substations would use Air Insulated Switchgear (AIS), meaning most of the equipment will be outdoors.

The two proposed 400 kV substations would be connected by an overhead line that routes south east from Lincolnshire Connection Substation A and crosses the A1104 south of Saleby, before crossing the A1111 and connecting into Lincolnshire Connection Substation B, north east of Bilsby.

Lincolnshire Connection Substation A is proposed to be located northwest of Alford, to the immediate east of Greenfield Wood and Mother Wood. The substation site would cover approximately 8.5 hectares within a secure fenced area. The tallest buildings at the substation site would be 12.5 metres high, and the gantries connecting the overhead lines up to 15 metres high.

Lincolnshire Connection Substation B is proposed to be located northeast of Bilsby. The substation site would cover approximately 9.3 hectares within a secure fenced area. The tallest buildings at the substation site would be 12.5 metres high, and the gantries connecting the overhead lines up to 15 metres high.

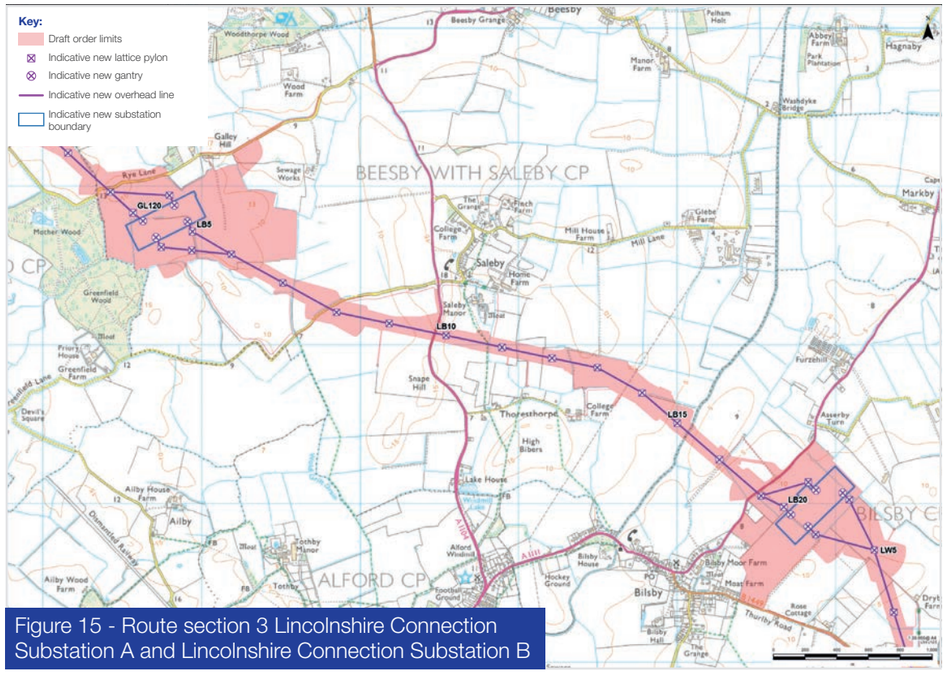


Figure 15 - Route section 3 Lincolnshire Connection Substation A and Lincolnshire Connection Substation B

How our plans have developed since the Stage 1 consultation

The proposed locations for the Lincolnshire Connection Substations remain consistent with proposals outlined within the graduated swathe presented during the Stage 1 Consultation period.

We are proposing to locate Lincolnshire Connection Substation A east of Greenfield Wood and Mother Wood. This location was preferred through design development as the woodland provides existing screening, reducing potential landscape and visual impacts on the Lincolnshire Wolds National Landscape. This proposed location also supports opportunities for connections while minimising impacts on activities at Strubby Airfield.

The proposed location for Lincolnshire Connection Substation B is to the north east of Bilsby. This area is proposed because it offers the best balance between avoidance of flood protection zones, distance from residential areas and routeing flexibility for customers that would connect into the substation.

As presented in our Stage 1 consultation, two connection substations are proposed in this route section. Developing two new substations, enables us to meet required safety and reliability standards, provides better security and flexibility, and addresses landscape capacity considerations.

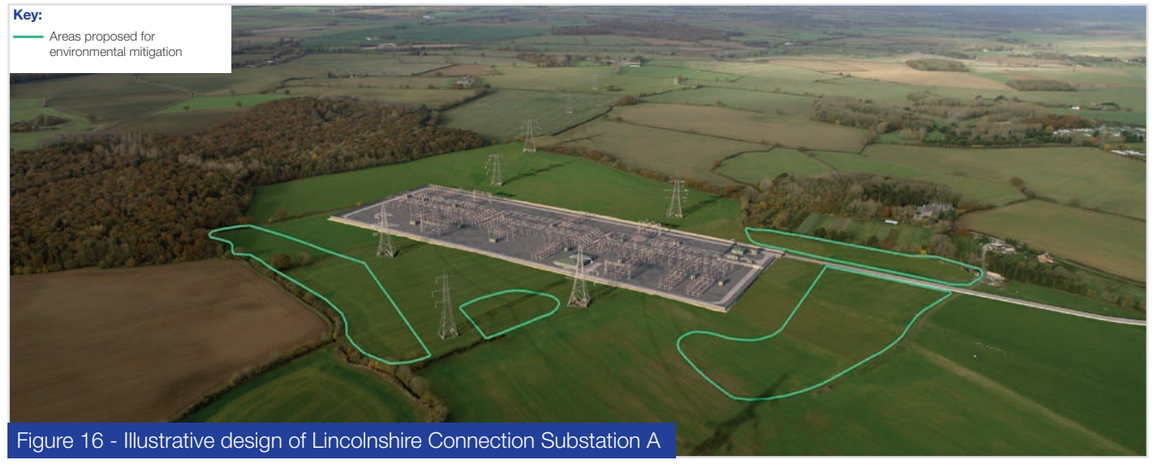


Figure 16 - Illustrative design of Lincolnshire Connection Substation A

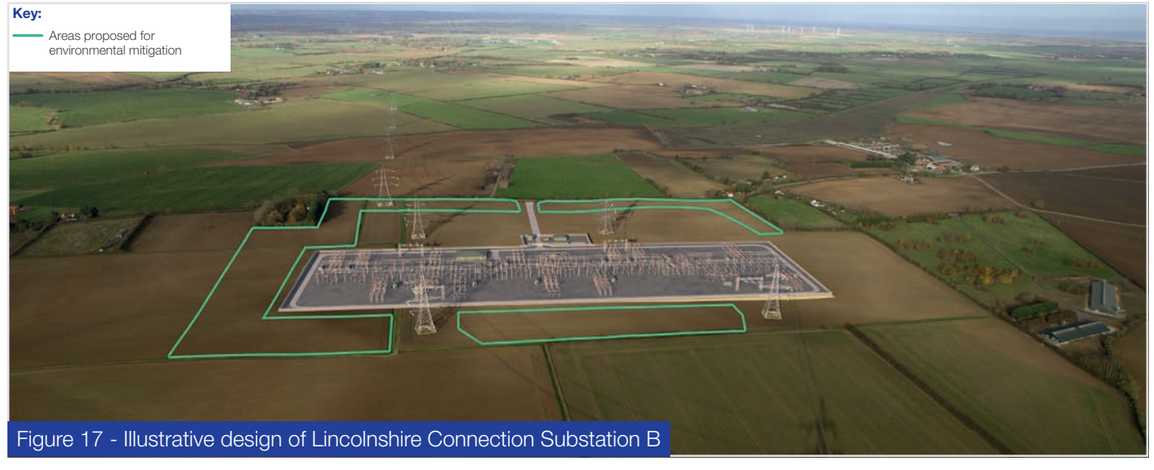


Figure 17 - Illustrative design of Lincolnshire Connection Substation B

Route section 4

Lincolnshire Connection Substation B to Refined Weston Marsh Substation Siting Zone

From Lincolnshire Connection Substation B, northeast of Bilsby, the proposed overhead line route would run south over the B1449 and continue southwards to pass west of Cumberworth. The line would then head south, crossing Sloothby High Lane to the east of Sloothby, before heading directly south towards the A158 Skegness Road between Burgh le Marsh and Skegness.

As the overhead line passes east of Burgh le Marsh, it would route in a westerly direction to pass the town to the south as it runs west towards Midville. The route would cross the Poacher railway line, then the Steeping River, and run parallel to the Poacher railway line before crossing it again northeast of New Leake. Just north of Midville, the alignment would route south, passing to the west of Midville and continuing south before routeing southwest and crossing the A16 north of Northlands. The alignment continues southwest, crossing the B1183 and passing between Gipsey Bridge and Frithville. From here, the alignment would route south to cross the River Witham between Langrick Bridge and Anton's Gowt.

Following the crossing of the River Witham, the alignment would route south and cross the A1121 and A52 west of Boston. Continuing in a southerly direction, the alignment crosses the B1391 west of Kirton End before routeing south west and crossing the A17 west of Wigtoft. Crossing the A17, the alignment routes to the south east and crosses the B1397 west of Sutterton Dowdyke and heading south, crossing the A16 before reaching the edge of the Refined Weston Marsh Substation Siting Zone, where proposals to build new 400 kV substation infrastructure in South Holland District are progressing.

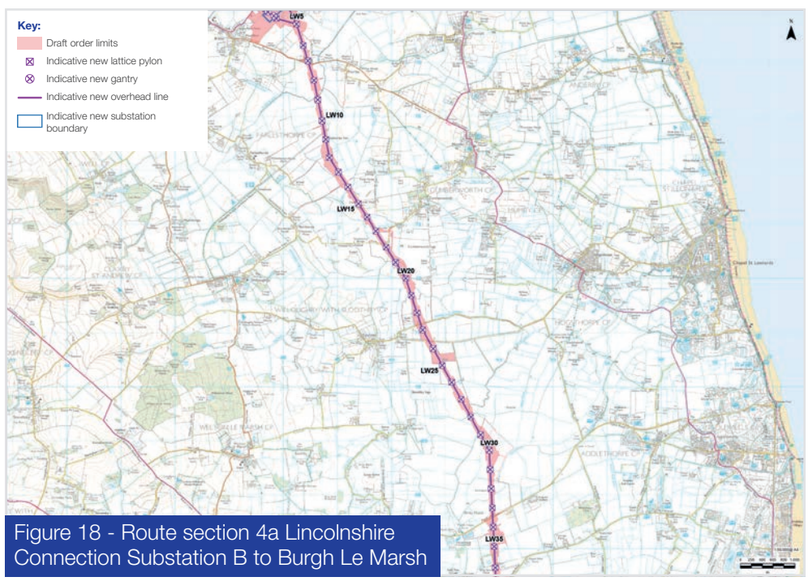


Figure 18 - Route section 4a Lincolnshire Connection Substation B to Burgh Le Marsh

How our plans have developed since the Stage 1 consultation

The proposed overhead line remains within the graduated swathe presented at Stage 1 consultation. Additionally, the OHL has been routed more centrally through the graduated swathe following an opportunity identified by the project team to avoid impacts to holiday cottages located on the bank of Steeping River in Little Steeping.

Furthermore, the OHL has been routed further west within the graduated swathe by approximately 600 metres following identification of an opportunity to provide a more direct route as it passes between Kirton Holme and Kirton End. This keeps the proposed alignment shorter and straighter, removing the need for an additional angle tower and avoiding an area of Priority Habitat. This adjustment aligns with the Holford Rules, which are guiding principles for overhead line routeing, emphasising the importance of minimising impacts on areas of high amenity value.

The Holford Rules

The Holford Rules are guidelines on overhead line routeing that were developed by Lord William Holford. They set out the steps that National Grid uses as its basis when deciding where and how to route new overhead lines, such as by seeking to avoiding the areas of highest amenity value. Specifically, Rule 6 sets out guidance around where new overhead line infrastructure will interact with existing infrastructure.

Figure 19 - Route section 4b Burgh Le Marsh to Eastville

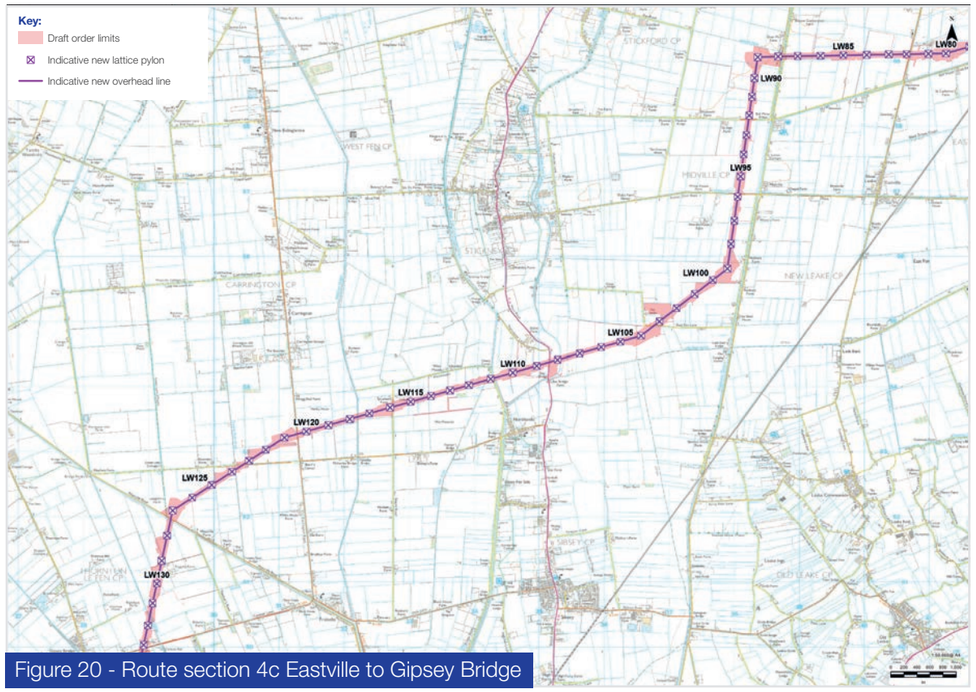


Figure 20 - Route section 4c Eastville to Gipsey Bridge

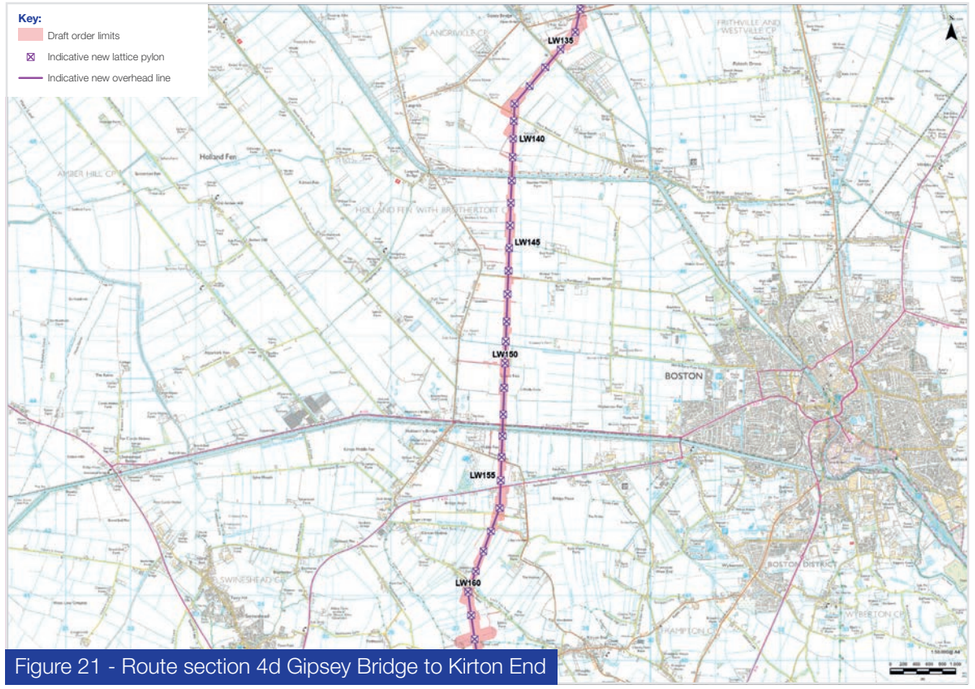


Figure 21 - Route section 4d Gipsey Bridge to Kirton End

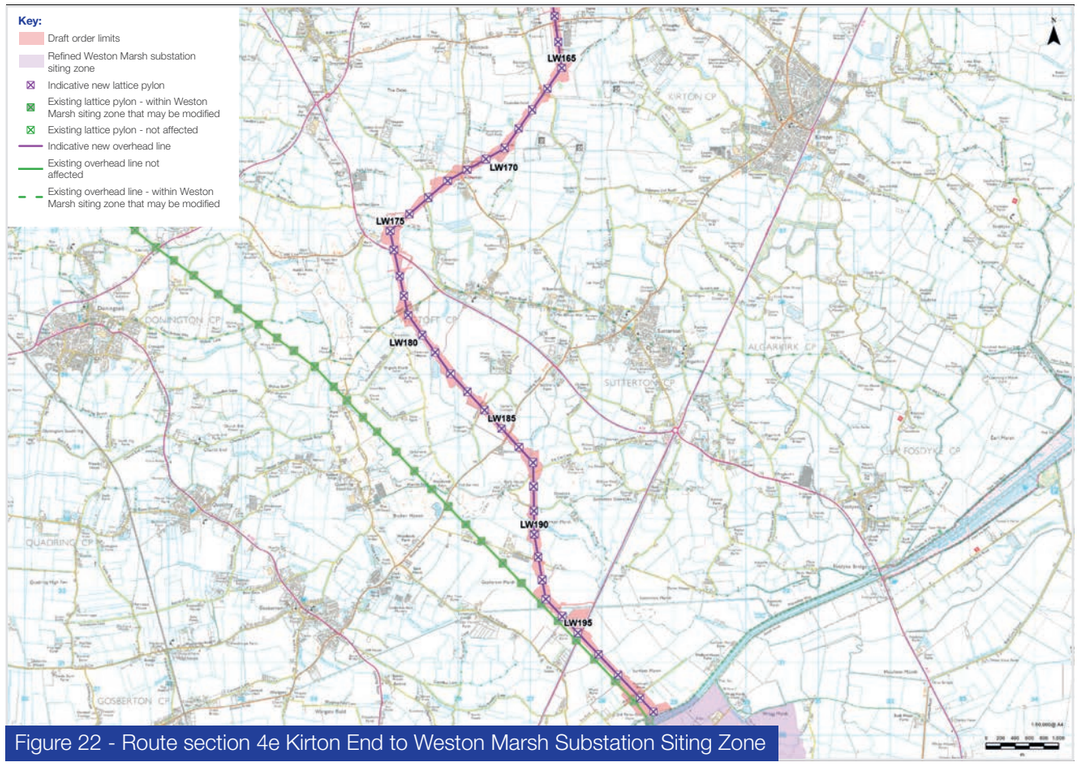


Figure 22 - Route section 4e Kirton End to Weston Marsh Substation Siting Zone

Figure 23 - Photomontage of Route section 4 overhead line

Route section 5
Refined Weston Marsh Substation Siting Zone

As part of Grimsby to Walpole, up to two new 400 kV substations could be needed in the vicinity of Spalding Tee-Point in South Holland district (referred to as Weston Marsh Substation A and Weston Marsh Substation B) to connect new electricity generation into the network, including Outer Dowsing offshore wind farm.

How our plans have developed since the Stage 1 consultation

Since our Stage 1 consultation last year, where we presented one substation in the Weston Marsh Substation siting zone, we have been engaging with generators who are contracted to connect in this area, alongside reviewing the technical specifications required.

This work has identified that a further substation in this area may be required, bringing the total number of substations to two. The proposals for Weston Marsh are currently at an early stage, and we are seeking feedback to help shape the design.

As part of this consultation, we are presenting a refined Weston Marsh Substation Siting Zone, showing the proposed location for substation infrastructure. The design and siting of up to two substations is still being considered, and we will come back to consult on the details of these substations in a further consultation.

More details on the Weston Marsh substation infrastructure will be consulted on by National Grid at a future consultation. As we remain at an early stage with our designs in this area and Outer Dowsing is contracted to connect into Weston Marsh Substation A in 2030, we have been exploring ways to deliver this connection more quickly.

Further information on this approach will form part of another NGET consultation in early 2026.

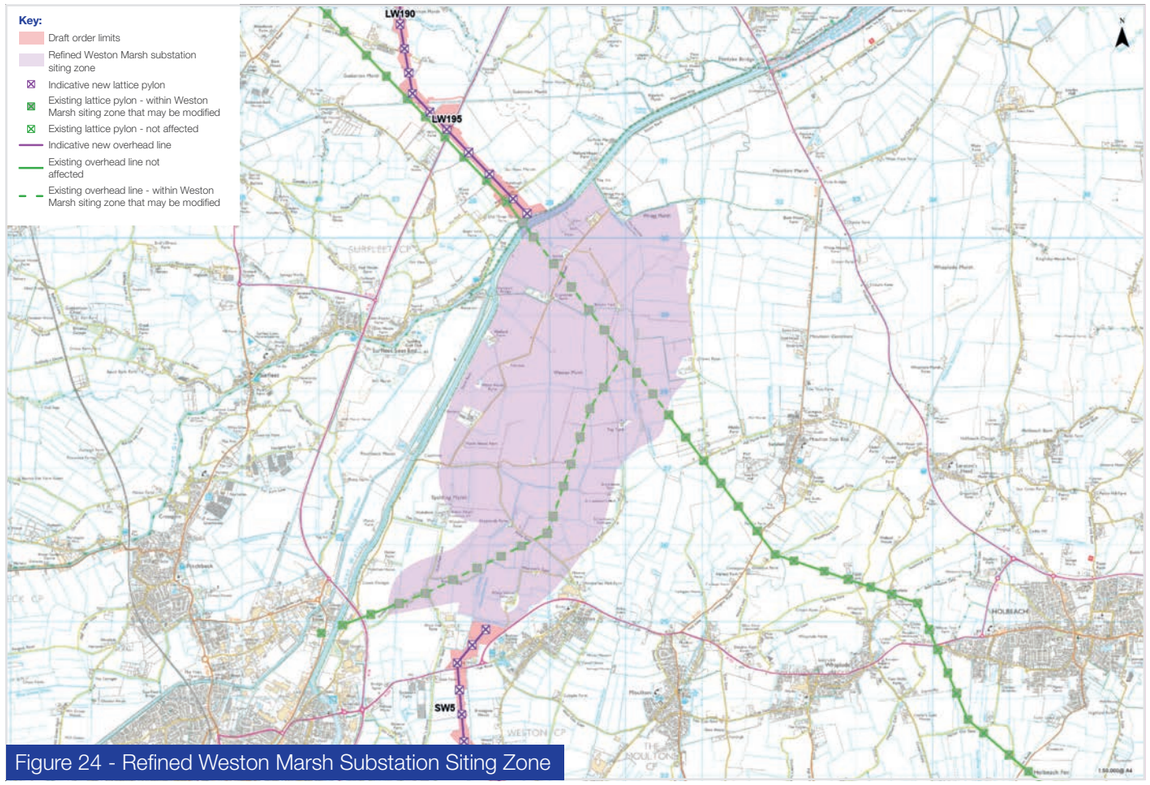


Figure 24 - Refined Weston Marsh Substation Siting Zone

Route section 6
Refined Weston Marsh Substation Siting Zone to Walpole B Substation

The proposed overhead line would head south from Weston Marsh, crossing the A151 to the west of Weston before heading east, passing to the north of both Weston Hills and Austendike.

From Whaplode Fen, the alignment routes south east, passing to the north of Whaplode St Catherine and north east of Holbeach St Johns, before continuing south east of Tydd St Giles and Netwon-in-the-Isle. Between Clapton Gate and Whaplode St Catherine, the alignment routes south, crosses Hurdletree Bank, and then continues east, north of Whaplode Fen, before crossing the River Nene.

After crossing the River Nene, the overhead line would continue east to connect into the new Walpole B substation, located to the north of Walton Highway.

How our plans have developed since the Stage 1 consultation

The proposed overhead line remains within the graduated swathe presented at Stage 1 consultation. Our proposed alignment has been developed to pass to the north of Weston Hills, avoiding a pinch point presented in the Stage 1 overhead line corridor, routeing approximately 300m to the south. Refining the alignment at this location has reduced the significance of the angle tower required and mitigates potential visual impacts for residential properties.

We have also refined the route slightly north between Tydd St Giles and Ingleborough compared to the graduated swathe presented at Stage 1. This adjustment was made to avoid interactions with a high-pressure gas pipeline just north of Newton-in-the-Isle. This route also avoids potential conflicts with proposals for Eastern Green Link 3 (EGL 3) and Eastern Green Link 4 (EGL 4).

Figure 25 - Photomontage of Route section 6 overhead line

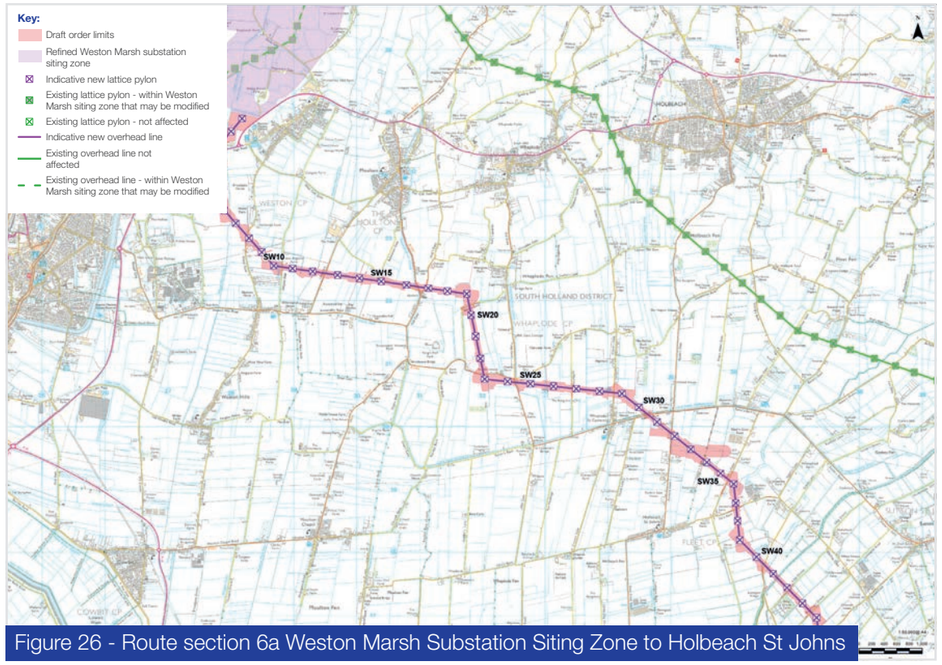


Figure 26 - Route section 6a Weston Marsh Substation Siting Zone to Holbeach St Johns

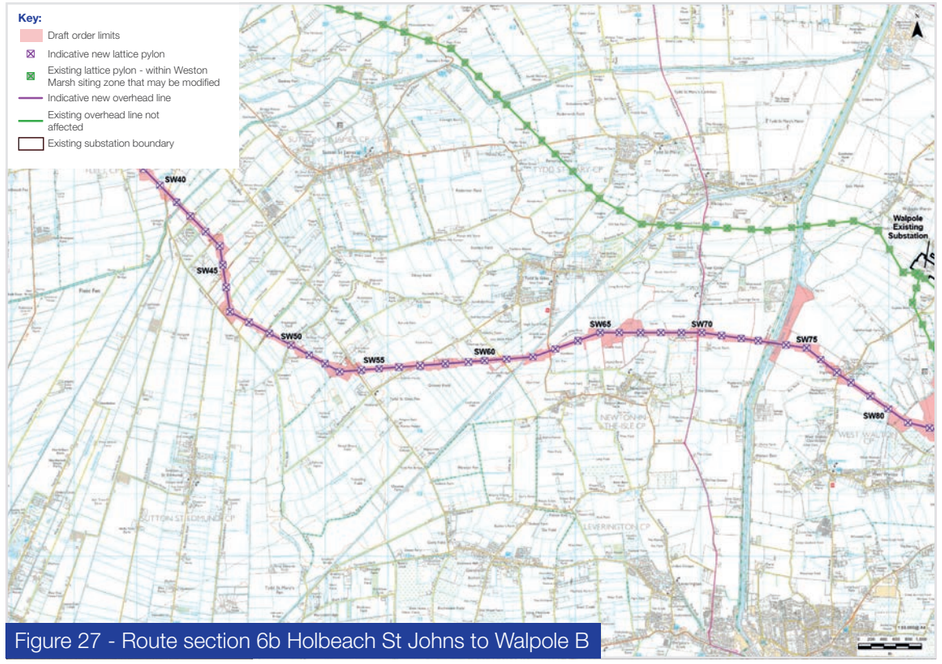


Figure 27 - Route section 6b Holbeach St Johns to Walpole B

Route section 7
Walpole B Substation

Plans for Walpole B substation have recently been consulted on by National Grid, as part of a Stage 2 consultation undertaken on our proposals for EGL 3 and EGL 4.

National Grid undertake a co-ordinated approach to developing new electricity transmission infrastructure. The proposed Walpole B substation would support the connection of both Grimsby to Walpole and EGL 3 and EGL 4, two proposed high-voltage electricity links between Scotland and England.

The proposed location for the substation would be north of Walton and immediately west of West Drove North, adjacent to the existing 400 kV overhead line.

The substation would also require us to reconfigure the existing overhead lines that currently connect to the existing 400 kV substations, enabling them to connect into the new substation. Additionally, the installation of a short stretch of underground cable will be necessary to allow the existing circuits to be reconfigured to cross each other as they enter the new substation.

We are proposing an Air Insulated Switchgear (AIS) substation, which would be located within a secure fenced area, covering approximately 15 hectares, with additional space near the entrance. The tallest buildings would be 12.5 metres high, and the gantries connecting the overhead lines up to 15 metres high.

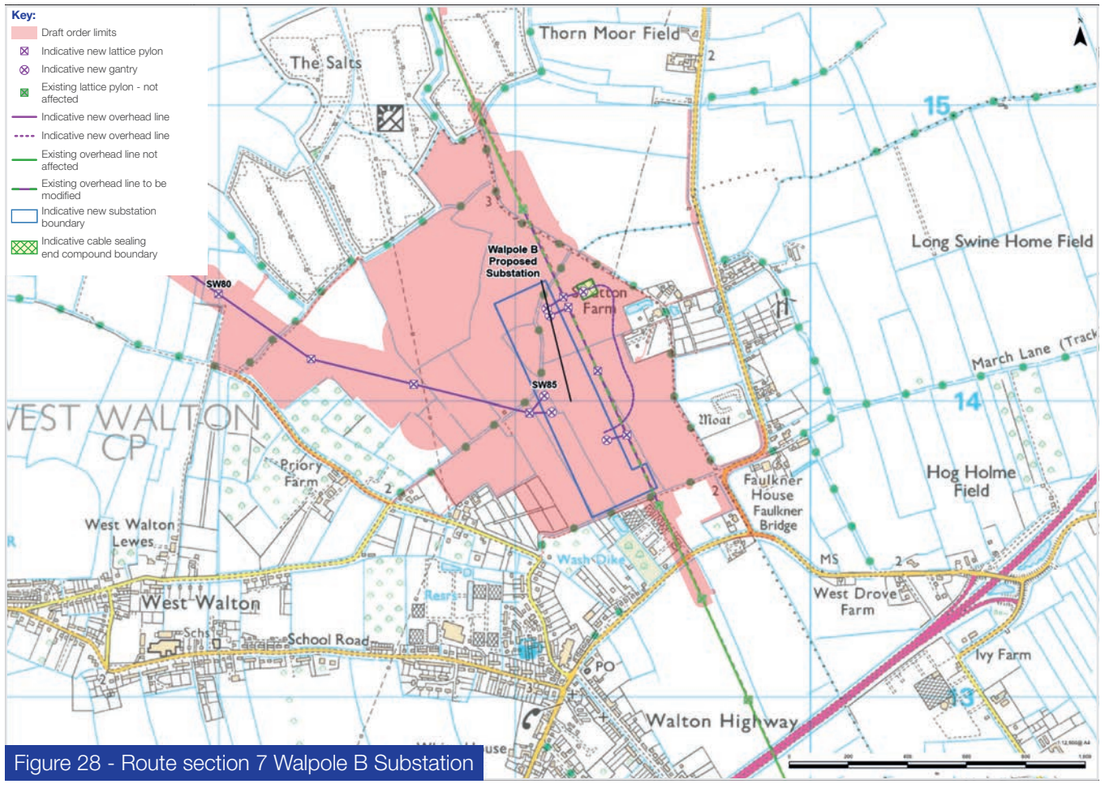


Figure 28 - Route section 7 Walpole B Substation

Interactions with National Grid's EGL 3 and EGL 4

EGL 3 and EGL 4 are two primarily offshore electricity transmission projects needed to move clean wind energy generated offshore in Scottish waters through offshore subsea cables to the Midlands and South of England.

The two projects would connect to Walpole B Substation, a new connection point proposed as part of both Grimsby to Walpole and EGL 3 and EGL 4. Proposals for EGL 3 and EGL 4 will each power up to two million homes with clean, renewable energy.

How our plans have developed since the Stage 1 consultation

The proposed location of the substation is within the siting zone presented as part of our Stage 1 consultation.

The new substation is proposed to be located 2km south of the existing 400 kV overhead line. This location reduces the significance of existing overhead line diversions into the new substation and minimises associated impacts. The location avoids existing constraints from high-pressure gas pipelines and the nearby Rose and Crown Solar Farm, while benefiting from nearby existing visual screening to mitigate potential visual impacts on nearby residential areas.

Figure 29 - Illustrative design of Walpole B Substation

Construction

If Grimsby to Walpole is granted development consent, we expect to commence construction in 2029, with the Project fully operational in 2033.

To prepare for construction of the new infrastructure, we would need to undertake activities such as clearing vegetation, diverting third-party assets (like utilities and services), and completing drainage work to prevent flooding or other damage during construction and operation.

The construction phase will involve setting up various temporary facilities, including construction compounds, working areas for equipment and machinery, site offices, storage areas, access routes, bellmouths, haul roads, crossing points over local watercourses, and diversions for public rights of way. All these elements will be accommodated within the Projects' proposed boundaries.

Mitigating construction impacts

Our environmental and technical assessments include consideration of potential effects on local communities and the environment during construction, including traffic, noise, dust, and cumulative impacts with other Projects. Through this work, we are identifying mitigation measures to avoid, reduce, or mitigate potential impacts from the construction of the Project. More details can be found in the Preliminary Environmental Impact Report (PEIR), which sets out the preliminary findings from the environmental studies and assessments we are carrying out as we develop our proposals.

We are committed to transparency throughout the construction period and will:

- provide regular updates to stakeholders and the community
- establish a dedicated communication channel for inquiries and feedback
- hold periodic meetings to discuss progress and address concerns.

Building overhead lines

The first step in building overhead lines is preparation. This involves setting up access points, roads, and construction areas. We might need to move or protect existing power lines to make way for the new 400 kV overhead line.

Next, we work on the foundations. For pylons with piled foundations, we drive long concrete pillars into the ground and top them with reinforced concrete. For pylons with pad and column foundations, we dig open holes, fill them with reinforced concrete, and then cover them up. This ensures the pylons have a strong base.

Once the foundations are ready, we assemble the pylons in sections on the ground and use cranes to lift them into place. This process varies depending on the size and type of the pylon. After the pylons are built, we attach the lines that carry electricity, a process known as 'stringing'. We typically work on about 10 pylons at a time, using scaffolding and netting to keep everyone safe when crossing roads and rivers.

Finally, once the wires are attached, we remove the temporary roads and construction areas and restore the ground to its original state.

Animations showing this process will be available at our Public Information events and on our website.

These animations can be viewed by scanning the QR code:

Constructing a substation

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

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

An electrical connection is established between the substation and the National Grid network, which can be done using cables or overhead lines. Once all the equipment is in place, thorough testing is conducted to ensure everything works correctly and safely. This includes checking transformers, circuit breakers, and other systems to make sure they perform well. Finally, the substation is officially brought into service, ensuring it meets all operational standards. Additional landscaping and aesthetic enhancements are added to integrate the substation into its surroundings.

Temporary construction compounds

We need to set up temporary construction compounds to support construction activities. These compounds house temporary offices, staff welfare facilities, and store equipment. They have a hard-standing surface, are secured by perimeter fencing, and will be removed at the end of the construction phase of the Project.

Managing and mitigating effects

Feedback from all stages of consultation, along with outputs from our ongoing technical and environmental assessments, will help us further refine our proposals for Grimsby to Walpole as we prepare our DCO application.

We use good practice environmental impact assessment techniques to assess possible effects of our works and identify opportunities for mitigation measures and for delivering biodiversity net gain. Our Preliminary environmental information report (PEIR) considers the likely significant effects of our proposals on the environment, along with the measures we are proposing to mitigate these impacts. The PEIR, along with a non-technical summary of its findings, is available on our Project website **nationalgrid.com/g-w**

Protecting the environment during construction

Our detailed environmental surveys and assessments have helped us to understand potential effects and how they can be avoided, reduced or mitigated during construction and operation. Where avoidance and mitigation are not possible, we would offset, or compensate for, effects by planting or enhancing the environment near to the area of works. This includes developing proposals to deliver Biodiversity Net Gain (BNG). We are working closely with local authorities and relevant stakeholders to identify what kind of enhancement is most suitable and where to locate it.

Environmental impact

We are required to follow a set procedure for all Nationally significant infrastructure Projects to assess the likely significant environmental effects of our proposals. We will carry out an environmental impact assessment (EIA) and submit a full environmental statement (ES) and non-technical summary as part of our application for development consent.

Biodiversity net gain (BNG)

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

The decline of biodiversity in the UK is well documented and we are conscious that our activities can impact habitats and therefore species' ability to thrive.

From late November 2025, it is to become mandatory for Nationally Significant Infrastructure Projects to achieve 10% BNG.

BNG can be achieved through habitat creation and/or enhancement and may be delivered on site or off site. We are working with regional and local partners to identify BNG opportunities in parallel with the development of the Project design.

Protecting soil and agricultural land

We appreciate the significance of the agricultural land impacted by our proposals, and would put measures in place to reduce our impact, including:

- the careful removal of soil to be stored adjacent to the working area, meaning soil of the same texture, organic matter content and nutrient status can be reinstated in the same area it was removed from and to match the existing soil profile as far as it is possible
- protection of livestock by erecting suitable fencing
- soil handling works will be supervised by appropriately qualified and experienced individuals, and an appropriate aftercare period and plan will be set out. Through the implementation of these mitigation measures the Project aims to reinstate land to its original condition and land grade.

Drainage

We also recognise the importance of effective drainage for local farmers and propose the following measures for land affected by our proposals:

- a specialist contractor will be employed to carry out a pre-works assessment of the existing drainage systems in consultation with relevant landowners and other stakeholders
- a pre-construction drainage management plan would then be prepared for review by stakeholders. This plan will set out and record the condition of the existing drainage network
- a post-construction drainage management plan would also be prepared later as the overhead line is installed.

The role of the region in The Great Grid Upgrade

In developing The Great Grid Upgrade, we have considered the network holistically, considering how future network requirements can be delivered cohesively, ensuring maximum benefit for consumers, local communities and the environment.

Several other Great Grid Upgrade Projects are located in the region, with each serving a unique purpose in reinforcing the network, connecting clean energy from where it's generated to where it is needed.

	Brief Project description	Delivery timescales	Visit Project website
EGL 3 and EGL 4 (Eastern Green Link)	EGL 3 and EGL 4 are two primarily offshore subsea cables, needed to move clean wind energy generated offshore in Scottish waters through offshore subsea cables and underground onshore cables to the Midlands and South of England. The two Projects will each power up to two million homes with clean, renewable energy.	• Stage 2 Consultation: May to June 2025 • Anticipated Construction: 2029 – 2034	
EGL 5 (Eastern Green Link)	EGL 5 is a cable route connecting offshore wind power generated in Scotland to the Midlands. The cable will be subsea when offshore and underground when onshore, and would power around two million homes.	• Stage 1 Consultation: May to June 2025 • Anticipated Construction: 2030 – 2035	
Weston Marsh to East Leicestershire	Weston Marsh to East Leicestershire is a network reinforcement, carrying enough electricity into the Midlands to power up to six million homes.	• Stage 1 Consultation: June to August 2025 • Anticipated Construction: 2029 – 2033	

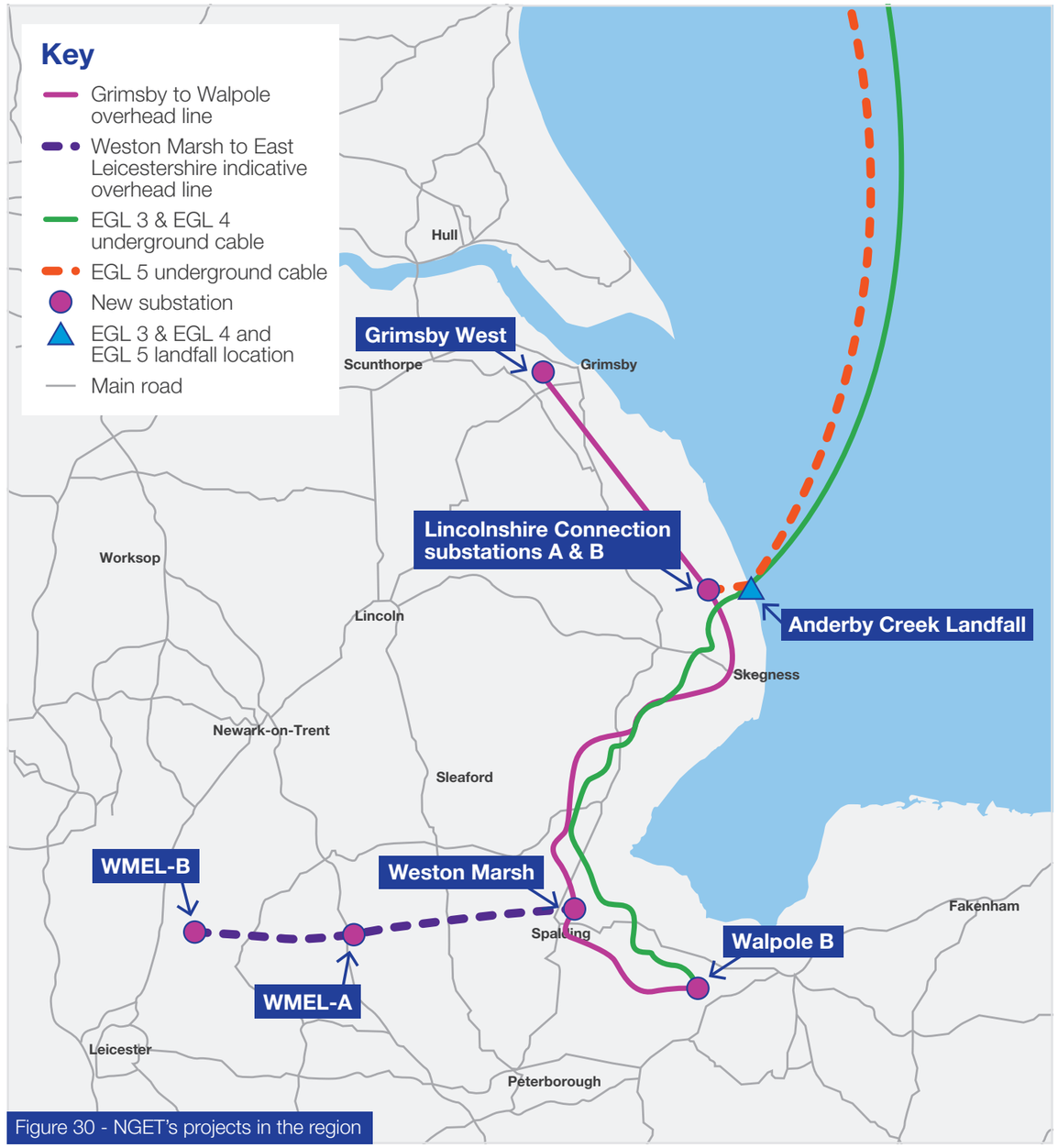


Figure 30 - NGET's projects in the region

Your main questions answered

Why does the Project have to be built here?

As the UK transitions to cleaner energy sources like offshore wind, the electricity network needs upgrading to connect this power to homes, businesses, and public services. The existing network, built in the 1960s for coal-fired power stations, is outdated and insufficient for new renewable energy connections, especially around the Lincolnshire coast.

The aim of Grimsby to Walpole is to strengthen the network, boosting power transportation between the north, the Midlands, and the South, and providing connection points for new renewable generation. Proposing building the Project elsewhere would not increase the capacity where it is needed.

Pylons are still one of the best ways to transport power. They can carry larger volumes of power than underground cables and are more cost-effective and simpler to build and maintain.

Planning policy also states that overhead lines should be the starting position when bringing forward new electricity network developments. Costs of new electricity infrastructure are ultimately passed onto bill-payers, so we need to ensure that we are being economical and efficient in the transmission options we develop.

How will the Project effect the environment?

We are undertaking a wide range of environmental surveys and assessments to identify potential effects on the environment as well as proposals to mitigate them. The emerging results of these studies are detailed in the Preliminary environmental information report (PEIR). Feedback on the PEIR will help to inform the Environmental statement (ES) for the development consent order (DCO) application.

We've developed a proposed overhead line route and substation sites to minimise impacts on environmentally sensitive areas, including the Lincolnshire Wolds National Landscape. The Stage 2 consultation seeks feedback on environmental mitigation areas, including those identified for landscape and wildlife mitigation.

How will the Project impact farmland?

For areas where there is an overhead line, it is mostly only the land directly under each pylon that is affected. A single pylon will occupy just a small area of land, so most normal agricultural practices are still viable along the route. For the construction and operation of substations, inevitably there will need to be the purchase of land for their construction and operation. We are working with landowners, including farmers, to mitigate impacts and ensure we understand and address the concerns of individuals and businesses where possible.

How will you manage visual impacts on the landscape?

We aim to manage impacts on the landscape and views as much as possible, and respect the special characteristics of designated areas like the Lincolnshire Wolds National Landscape (formerly AONB).

The updated proposed route is sensitive to the landscape and proposes low-height pylons between Barnoldby le Beck and Waithe to minimise impacts. We have made routeing adjustments and are also considering natural screening with trees and hedges to minimise visual intrusion.

We welcome feedback on these proposals to ensure we effectively address community concerns and environmental impacts.

Why do you need to use pylons, rather than putting it out to sea or underground?

The reasons are technological, environmental and the impact to electricity bills.

An overhead line can carry significantly more power than underground cables. To deliver Grimsby to Walpole's 6 GW of power capacity via underground cables, the Project would require three times more cables than overhead line and would therefore need far more land – mostly agricultural land - for construction. It would require a construction corridor between 40 and 120 metres wide, which would have greater environmental and construction impacts on local farmland and communities, including potential road closures.

During operation, any technical work on underground cables, including repair and replacement, would require excavation works. This would further disrupt local farmland, agricultural practices and communities.

The impacts of maintenance and operation of overhead lines are far less significant. As well as offering environmental and technical advantages, an overhead line is also the most cost effective solution to deliver. Compared to underground and offshore alternatives, which are significantly more expensive and complex to install and maintain, an overhead line helps manage the overall cost of the new infrastructure. This is important because the costs of such projects are ultimately considered by the energy regulator Ofgem when determining the charges paid by everyone in their electricity bills.

We have therefore proposed overhead line because it balances these cost, technical and environmental challenges in order to deliver home-grown, more affordable electricity from Scotland to Lincolnshire, the East Midlands and England.

Why is EGL 3 and EGL 4 underground and offshore, but Grimsby to Walpole is an overhead line?

Each network upgrade must be evaluated individually, considering factors like distance, how much power it needs to carry, delivery times, and costs. Using offshore High Voltage Direct Current (HVDC) cables is often the best option when transporting power over long distances, as EGL 3 and EGL 4 must do. Although onshore overhead lines were considered for EGL 3 and EGL 4, an offshore solution from Scotland is more efficient, coordinated, economical, and environmentally friendly.

Resolving the capacity problems in the network using just underground cables would result in three times more underground cables being needed when compared to OHL for Grimsby to Walpole. The greater distance required between underground cables means much more land would have to be disrupted compared to using overhead lines.

The Project will lead to an increased risk of flooding within my village.

The Project includes comprehensive drainage and flood risk management plans to mitigate any potential increase in flooding. We will assess existing drainage systems and prepare pre-and post-construction drainage management plans. These measures ensure that the Project does not exacerbate flood risks and maintains effective drainage for local communities.

Could EGL 3 and EGL 4's onshore cables be carried on the Grimsby to Walpole pylons?

Grimsby to Walpole will use High Voltage Alternating Current (HVAC). This matches the existing transmission network, so it can connect directly. On the other hand, EGL 3 and EGL 4 will use High Voltage Direct Current (HVDC). HVAC and HVDC are different technologies and you can't mix these.

Could EGL 3 and EGL 4's onshore underground cable corridor follow the corridor of the Grimsby to Walpole pylons?

Whilst there is the potential in some areas for infrastructure from all three projects to be located in similar areas, there are engineering, planning, environmental and technical factors that mean co-locating the projects along their entire length is not possible.

Additionally, minimum electrical distances need to be maintained between Grimsby to Walpole and both EGL 3 and EGL 4 to ensure the reinforcements work safely and effectively. Each of Grimsby to Walpole's pylons requires foundations that would prevent any underground cables from being easily accessed for maintenance and repair in the event of a fault.

Documents

Our proposals are outlined in this Stage 2 consultation document, along with information about where to find out more and how to get involved in the consultation. As part of this consultation, we have published:

- **Stage 2 consultation document:** provides an overview of the Project, summarising our technical documents and providing information on how to take part in the consultation
- **Community newsletter:** provides a high-level overview of our proposals and details of how to get involved in the consultation
- **Feedback form:** to gather consultation comments and feedback, this can be completed online or in paper copy
- **Preliminary environmental information report (PEIR):** sets out the preliminary findings from the environmental studies and assessments we are carrying out to develop our proposals
- **Non-technical summary (NTS) of the PEIR:** a summary of the PEIR in non-technical language
- **Design development report (DDR):** details the design work we have undertaken to date, focussing on the works since the Stage 1 consultation
- **2024 Stage 1 consultation feedback report:** summarises the feedback we received during the Stage 1 consultation in 2024 and how we have considered this feedback
- **updated Strategic options report:** providing an updated overview of the appraisal approach we have used to date to consider strategic options
- **Interactive map:** online map of the proposed route alignment. A postcode or address can be entered to view pylon locations
- **maps of our proposals:** overview map and individual section maps showing the proposed alignment, sectioned by geographical area, with further maps to highlight features considered as part of the routing and siting process
- **Guide to interacting with our consultation plans:** a guide outlining the consultation maps and plans, and how to use them
- **Statement of community consultation (SoCC):** sets out how we are carrying out this consultation. The SoCC was developed in consultation with relevant local authorities.

All of these documents are available to view and download from our Project website at **nationalgrid.com/g-w**. Printed copies of most of our consultation documents are available free of charge on request by emailing **contact@g-w.nationalgrid.com** or by calling **0808 258 4395**. Some detailed technical documents may be subject to a printing charge.

Paper copies of key consultation materials (the Stage 2 consultation document, Community newsletter, and Feedback form) are available to take away at a number of local information points close to the proposed route alignment during the consultation period. Reference copies of the Statement of community consultation, Strategic options report, Design development report and Non-technical summary of the Preliminary environmental information report (PEIR) are also available to view at these locations, as well as USB sticks containing the PEIR.

More information on the locations and opening times of these deposit locations can be found in Table three: Local Information Points.

All consultation documents are also available to view at our in-person events. More details of these can be found in Table one: Public information events.

How to find out more

All consultation information is available on our website: nationalgrid.com/g-w.

Throughout the consultation, we are holding a series of in-person public information events (see Table one). At these public information events, we will present information about our proposals for Grimsby to Walpole, and members of the Project team will be available to answer your questions. You will also be able to view copies of our plans, technical documents and 3D visualisation tools and fly through videos, showing what the Project may look like from various perspectives.

We are also holding a series of online webinar sessions, with some focussing on the entire route and others on specific route sections (see Table two). At these webinars, we will present our proposals and hold a question and answer session. You can attend the webinar most relevant to your interests. Details on how to sign up for the webinars are available on the Project website or by contacting us by phone via **0808 258 4395** or by email at **contact@g-w.nationalgrid.com**.

To learn more about our proposals:

- read this Stage 2 consultation document
- visit our website at: **nationalgrid.com/g-w**
- come to an in-person public information event (see Table one)
- join an online webinar session (see Table two)
- visit a local information point (see Table three)
- sign up to receive Project update emails (visit our website)
- call us on freephone **0808 258 4395**. Lines are open Monday to Friday 9am–5pm, with an answerphone facility taking messages outside of these hours
- email us: **contact@g-w.nationalgrid.com**
- write to us: **Freepost G TO W** (no stamp or further address details are required).

To respond to the Grimsby to Walpole consultation:

- complete the online feedback form on our website at **nationalgrid.com/g-w**
- email your comments to **contact@g-w.nationalgrid.com**
- post your written responses (no stamp required) to: **Freepost G TO W**
- complete a printed feedback form and return it using the freepost address above.

Your comments must be received by **11:59pm** on **Wednesday 6 August 2025**.

Table one: Public information events

We are holding a series of public information events at venues close to the proposed route alignment. These are drop-in events and will provide opportunities to view the proposals and speak to members of our team. The events will include display boards, large scale maps and technical documents. Printed copies of this Stage 2 consultation document and the Feedback form will be available to take away.

Date and time	Venue
Wednesday 18 June 2pm-7pm	Burgh le Marsh Village Hall, Jacksons Lane, Burgh le Marsh, Skegness, PE24 5LA
Friday 20 June 1pm-7pm	London Road Pavilion, London Road, Louth, LN11 9QP
Tuesday 24 June 1pm-7pm	Holton le Clay Village Hall, Pinfold Lane, Holton-le-Clay, Grimsby, DN36 5DL
Wednesday 25 June 1pm-7pm	Alvingham Village Community Hall, 352 Yarburgh Road, Alvingham, Louth, LN11 0QG
Friday 27 June 1pm-7pm	Huttoft Village Hall, Sutton Road, Alford, LN13 9RG
Saturday 28 June 11am-4pm	Alford Corn Exchange, 9 Market Place, Alford, LN13 9EB
Wednesday 2 July 1pm-7pm	Eastville, Midville and New Leake Village Hall, Station Road, Boston, PE22 8LS
Tuesday 8 July 1pm-7pm	Hubberts Bridge Community Centre, Langrick Road, Boston, PE20 3SG
Thursday 10 July 1pm-7pm	Weston Village Hall*, Small Drove, Weston, Spalding, PE12 6HU
Wednesday 16 July 1pm-7pm	Humber Royal Hotel, Little Coates Road, Grimsby, DN34 4LX
Friday 18 July 1pm-7pm	Walpole Community Centre. Summer Close, Wisbech, PE14 7JW
Saturday 19 July 11am-4pm	Tydd St Giles Community Centre, Broad Drove E, Wisbech, PE13 5LN

* Joint event with National Grid's Weston Marsh to East Leicestershire

Table two: Webinars

We are holding a series of one-hour online webinar sessions to present details of our proposals followed by a question-and-answer session. These include general overview webinars and route section orientated webinars to allow you to attend the session which is of the most interest.

A recording of a general overview presentation will be available to view on our website after the first webinar session.

You can register to attend the webinars on our website. Alternatively, you can contact our community relations team on **0808 258 4395** or by email at **contact@g-w.nationalgrid.com**.

Date and time	Topic
Monday 23 June 2025 6:30pm-7:30pm	General – Overview of the proposals
Thursday 26 June 2025 6:30pm-7:30pm	Route sections 5, 6 and 7
Monday 30 June 2025 6:30pm-7:30pm	Route sections 1 and 2
Monday 14 July 2025 6:30pm-7:30pm	Route sections 3 and 4
Monday 21 July 2025 2pm-3pm	General – Overview of the proposals

Table three: Local information points

Paper copies of the Stage 2 consultation document, Community newsletter and Feedback form are available to take away at the following locations throughout the consultation period.

Reference copies of the Statement of community consultation, Strategic options report, Design development report and Non-technical summary of the PEIR are also available to view at these locations, as well as USB sticks containing the PEIR.

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

Location	Address	Opening hours	
Cleethorpes Library	Alexandra Rd, Cleethorpes, DN35 8LG	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	8:30am-5:30pm 8:30am-5:30pm 8:30am-5:30pm 8:30am-5:30pm Closed 9am-1pm Closed
Waltham Library	High Street, Waltham, Grimsby DN37 0LL	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	Closed 8:30am-12:30pm and 1:30pm-5:30pm 8:30am-12:30pm and 1:30pm-5:30pm 8:30am-12:30pm and 1:30pm-5:30pm 8:30am-12:30pm and 1:30pm-5:30pm 9am-1pm Closed
Louth Library	Northgate, Louth LN11 0LY	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9am-5pm 9am-6pm 9am-5pm 9am-2pm 9am-5pm 9am-4pm Closed
Burgh le Marsh Library and Community Hub	Tinkers Green, Jacksons Lane, Burgh le Marsh, Skegness PE24 5LA	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	Closed 2pm-4pm Closed 10am-1pm Closed 10am-1pm Closed
Skegness Library	23 Roman Bank, Skegness PE25 2SA	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9am-5pm 9am-5pm 9am-5pm 9am-6pm 9am-5pm 9am-1pm Closed

Location	Address	Opening hours	
Boston Library	County Hall (Bank Street entrance), Boston PE21 6DY	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9am-5pm 9am-5pm 9am-5pm 9am-6pm 9am-5pm 9am-4pm Closed
Spalding Library	Victoria Street, Spalding PE11 1EA	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9am-5pm 9am-5pm 9am-5pm 9am-6pm 9am-5pm 9am-1pm Closed
Holbeach Community Library	Co-Op Store, 5 Fleet Street, Holbeach, Spalding PE12 7AX	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9am-5pm 9am-5pm 9am-5pm 9am-5pm 9am-5pm 9am-12pm Closed
Long Sutton Library	Trafalgar Square, Long Sutton, Spalding PE12 9HB	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	2pm-6pm 10am-5pm Closed 2pm-6pm 10am-5pm 10am-1pm Closed
Sutton Bridge Community Library, Curlew Centre	Bridge Rd, Sutton Bridge, Spalding PE12 9SA	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10am-12pm Closed 2pm-4pm Closed 10am-12pm 10am-12pm Closed
Wisbech Library	Ely Place, Wisbech PE13 1EU	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9:30am-1pm 9:30am-7pm 9:30am-5pm 9:30am-5pm 9:30am-5pm 9:30am-4pm Closed

Location	Address	Opening hours	
King's Lynn Library	London Road, King's Lynn PE30 5EZ	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	8am-7pm 8am-7pm 8am-7pm 8am-7pm 8am-7pm 8am-4pm 10am-4pm
Walpole Community Centre	Summer Close, Wisbech, PE14 7JW	Contact venue for opening times [only open for events]	

Information for landowners

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

As part of the DCO process, anyone with an interest in land as set out in section 42 and 44 of the Act is known as a person with an interest in land (PIL). If you are identified as a PIL, we will contact you directly. While much of the information we need is available on public registers, we have appointed specialist land referencing firm Dalcour Maclaren to contact individual landowners to verify the publicly available information and ensure we have made best efforts to identify any potentially impacted landowners.

Dalcour Maclaren will also assist with contacting landowners and occupiers to arrange access for non-intrusive and intrusive surveys which we plan to carry out from Spring 2025.

You can contact our dedicated Lands team at Dalcour Maclaren by:

Freephone: **0333 034 7961**

Email: **g-w@dalcourmaclaren.com**

If you have a general query about the Project, please contact the Grimsby to Walpole project team by phone via **0808 258 4395** or by email at **contact@g-w.nationalgrid.com**.

Next steps

All feedback we receive as part of this consultation will be carefully considered, alongside the outputs of our ongoing technical and environmental assessments, as we finalise our proposals and prepare our application for development consent.

During this time, we will also:

- continue our discussions with landowners and people with an interest in land
- continue briefing local elected representatives
- continue working with local authorities and other stakeholders
- carry out further technical studies and surveys in the Project area
- provide updates to those who have asked to be kept updated on our proposals via email. You can register for these updates on our website **nationalgrid.com/g-w**
- post updates on the Grimsby to Walpole Project website at **nationalgrid.com/g-w**
- continue to refine our proposals in response to feedback and findings from technical studies and surveys
- prepare detailed proposals for Weston Marsh substation infrastructure to consult on in due course
- prepare our application for Development Consent.

Once we have prepared our application for development consent, we will apply to the Planning Inspectorate, seeking development consent to build Grimsby to Walpole.

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

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

If consented, we expect construction work to start in 2028, with Grimsby to Walpole operational by 2033.

National Grid plc
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United Kingdom

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