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Grimsby to Walpole

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4A. Planning Inspectorate Scoping Opinion Responses

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4A. PINS Scoping Opinion Responses

4A.1 Introduction

- 4A.1.1 This appendix includes the National Grid Electricity Transmission (National Grid) response to each of the Planning Inspectorate's (PINS) comments included within the Proposed Grimsby to Walpole Project Scoping Opinion (Ref 1), adopted by the Secretary of State on 10th September 2024.
- 4A.1.2 The comments provided by PINS are included in **Table 4A.1** under the following sub-headings:
- i. Description of the Proposed Development;
 - ii. Environmental Impact Assessment Methodology;
 - iii. Landscape;
 - iv. Visual;
 - v. Ecology and Biodiversity;
 - vi. Historic Environment;
 - vii. Water Environment and Flood Risk;
 - viii. Geology and Hydrogeology;
 - ix. Agriculture and Soils;
 - x. Traffic and Movement;
 - xi. Noise and Vibration;
 - xii. Socio-economics, Recreation and Tourism;
 - xiii. Air Quality;
 - xiv. Health;
 - xv. Climate Change; and
 - xvi. Major Accidents and Disasters.

Table 4A.1 PINS Scoping Opinion responses

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
Description of the Proposed Development			
ID 2.1.1 (Section 4.7)	Flexibility - pylons	The Scoping Report refers to the potential use of alternative pylon designs (T pylons/ low height steel lattice pylons) as an embedded design measure. The pylon designs should be confirmed in the ES and committed to through the draft Development Consent Order (DCO).	As set out in PEI Report Volume 2 Part A Chapter 5 Project Description, based on the current design, standard lattice pylons will be utilised across the majority of the Project. Alternative pylon designs may also be considered, where mitigation (e.g. for landscape and visual effects) is required. As detailed in the Design Development Report, following appraisal of alternative pylon types undertaken as part of the design evolution of the Project, low height pylons have been proposed for a specific section of the overhead line route within New Grimsby West Substation to New Lincolnshire Connection Substation A (Section 2) to minimise impacts on the Lincolnshire Wolds National Landscape (Area of Outstanding Natural Beauty (AONB)). The Project Description within the Environmental Statement (ES) will confirm the pylon design proposed. Where alternative pylon types are included within the design to mitigate effects, appropriate measures to secure these will be included within the draft DCO.
ID 2.1.1 Section 4.7)	Flexibility - pylons	The ES should provide dimensions of the pylons to be constructed. This should include maximum heights and widths of the steel work itself, along with details of the foundations that would be required at each pylon location.	PEI Report Volume 2 Part A Chapter 5 Project Description describes the assumed dimensions of the pylons to be constructed, including maximum parameters. Further details are provided in the Design Development Report and PEI Report Volume 2 Part B Sections 1-7 Chapter 1 Overview of the Section. The ES will provide detail on dimensions of the pylons to be constructed including maximum parameters, and details of the foundations that would be required.
ID 2.1.1 (Section 4.7)	Flexibility - pylons	The Inspectorate acknowledges that some flexibility may be required for micro-siting of pylons but would expect the proposed locations to be identified within the ES along with any Limits of Deviation (LoD) required (both laterally and vertically, i.e. in terms of the depths of foundations).	The draft Order Limits illustrated within the PEI Report accommodate adjustments to the siting of pylons, as described in PEI Report Volume 2 Part A Chapter 5 Project Description, which also explains the LoD. The Project Description within the ES and supporting figures will confirm the proposed pylon locations and describe any LoD, both laterally and vertically.
ID 2.1.2 (Section 4.7)	Flexibility - substations	The Scoping Report describes both air insulated or gas insulated substations and notes that the land use requirements differ for each type. The Applicant should make every effort to finalise the type(s) of substations to be constructed. Should this not be possible, a worst case scenario should be described and adopted in the assessment of likely significant effects.	Current design information for the type of substations are defined in PEI Report Volume 2 Part A Chapter 5 Project Description. For the purpose of the assessments reported within the PEI Report it has been assumed that all substations would be Air Insulated Switchgear (AIS) substations. This is a reasonable worst case scenario in that AIS substations take up a larger area of land compared to Gas Insulated substations. Similarly, the ES will report the effects of the Project based upon reasonable worst case assumptions. At DCO submission, the design of substations will however be sufficiently developed to determine whether air insulated or gas insulated substations are proposed.
ID 2.1.3 (Section 4.7)	Landscaping	Section 4.7 makes brief reference to potential landscaping. The ES should identify all proposed landscaping and confirm whether any	A planting strategy will be provided in the ES which will set out proposals for two types of planting, reinstatement planting and

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
		is relied upon to mitigate potentially significant landscape and/or visual effects.	mitigation planting. Reinstatement planting will be provided either in its original location (for temporary removal) or as close to the original location as possible (for example, where cables or conductors do not allow for planting in the original location). Mitigation planting will be provided to reduce effects on receptors. The strategy for planting will be discussed with relevant stakeholders prior to submission of the DCO application and the ES will clearly identify planting relied upon to mitigate potential significant landscape and/or visual effects (Additional Mitigation).
ID 2.1.3 (Section 4.7)	Landscaping	The Applicant should seek to agree the location and types of planting with relevant consultation bodies. The ES should explain and justify the assumptions made in respect of the growth rates of planting proposed to mitigation effects.	National Grid will continue to discuss the planting strategy (including locations and type of proposed planting) with relevant consultation bodies throughout the design development process. The ES will explain and justify assumed growth rates for mitigation planting, including in respect of photomontages illustrating future scenarios, to ensure the visualisations are realistic and credible for the specified timeframe.
ID 2.1.4 (Section 4.8)	Vegetation clearance	The ES should identify where vegetation clearance is required, including the felling of trees. The Inspectorate acknowledges that some flexibility may be required for micro-siting of pylons but would expect the ES to provide clarity on the maximum extent of tree loss and demonstration that the design has sought to avoid or minimise loss of high grade trees.	An arboricultural impact assessment will be undertaken and included in the ES. The development of the design of the Project has and will continue to consider avoiding and/or minimising the loss of trees where practicable, particularly high grade trees. This is explained further within the Design Development Report . The ES will provide clarity on the maximum extents of tree loss based upon reasonable worst case assumptions adopted for the purposes of the EIA.
ID 2.1.4 (Section 4.8)	Vegetation clearance	Should any particular pockets of existing vegetation be relied upon to screen any parts of the Proposed Development, the Inspectorate expects their retention to be demonstrably secured.	Should existing vegetation be relied upon to screen any parts of the Project, this will be discussed with the relevant stakeholders and secured through the design and DCO Requirements.
ID 2.1.5 (Section 4.8)	Access tracks	The locations of and types of any culverts/temporary bridges required along the access tracks should also be identified.	PEI Report Volume 3 Part A Appendix 5C Indicative Bridge and Culvert Schedule includes the proposed number and type of watercourse crossings required to facilitate temporary and/or permanent access routes. This includes a preliminary indication of whether crossings will be via culverts or temporary bridges. These proposals will be discussed with relevant stakeholders to inform design refinement. The location of and type of culverts/temporary bridges required will therefore be reviewed during further design development, identified in the final design and assessed in the ES.
ID 2.1.5 (Section 4.8)	Access tracks	The ES should confirm whether any access tracks would be left in situ for use during maintenance activities, and if so, identify their locations. Proposed finished levels of any permanent access roads AOD should be identified within the ES (along with any necessary LoDs).	The PEI Report illustrates the location of temporary and permanent accesses on PEI Report Volume 2 Part B Figure 1.2 Temporary and Construction Features and Figure 1.3 Permanent and Operational Features respectively (see figures for Sections 1-4, 6 and 7). The ES will include equivalent information based upon further design refinement, (along with any necessary LoDs) and include information on proposed finish levels of any permanent access roads.

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
ID 2.1.6 (Para 4.8.42)	Underground cables	In the main, the Scoping Report describes the Proposed Development as comprising an overhead line. However, paragraph 4.8.42 identifies the potential for underground cables using trenchless installation techniques such as Horizontal Directional Drilling (HDD). Should HDD form part of the Proposed Development, all associated infrastructure should be clearly detailed and any likely significant effects from their construction and operation assessed within the ES.	At this stage of the design and as summarised within PEI Report Volume 2 Part A Chapter 5 Project Description, it is anticipated that use of HDD will be limited to the early works required to underground existing lower voltage utilities to enable construction of the new overhead line. However, the design (within the Refined Weston Marsh Substation Siting Zone (Section 5) in particular) remains subject to further development. Where a requirement for underground cabling is identified through the development of the design and engagement with stakeholders, this will be assessed and reported in the ES, along with a description of the proposed installation techniques and any associated environmental management measures.
ID 21.7 (Section 4.10)	Maintenance	The ES should detail the assumptions made in the assessment in terms of, inter alia, the frequency and duration of maintenance activities, the likely locations of maintenance works and anticipated traffic movements.	PEI Report Volume 2 Part A Chapter 5 Project Description provides assumptions on maintenance activities. The ES will also provide details of the anticipated maintenance activities and associated traffic movements.
ID 2.1.8 (Para 6.7.3)	Temporary Pylons	Paragraphs 6.7.3 and 7.7.4 refer to the construction and removal of temporary pylons; these have not been mentioned elsewhere in the Scoping Report. If required as part of the Proposed Development, these should be detailed within the project description in the ES.	PEI Report Volume 2 Part A Chapter 5 Project Description and PEI Report Volume 2 Part B Sections 1-7 Chapter 1 Overview of the Section and Description of the Project provide details of the Project based upon the current design, including the construction and removal of temporary pylons. The ES will also provide detail on construction and removal of any temporary pylons, based upon further design refinement in advance of submission of the DCO application.
ID 2.1.9 (Para 16.9.4)	Employment	The ES should set out the expected number and nature of employment opportunities during each phase of the Proposed Development. This should be described in the context of the workforce availability in the area at a time when numerous other major projects are anticipated to be constructed. The ES should detail how any mismatch between supply and demand will be addressed and consider the origins of its workforce in all relevant aspect assessments (notably socio economics and traffic and transport). All assumptions made in this regard should be set out in the ES.	PEI Report Volume 2 Part C Chapter 7 Socio-economics, Recreation and Tourism provides assessment of the Project upon affected communities, the labour market and strategic visitor attractions. With respect to the labour market, this includes employment, supply chain effects, training and apprenticeship opportunities, as well as any impact on tourism bedspace due to the construction workforce. PEI Report Volume 2 Part B Sections 1-7 Chapter 9 Transport and Movement describes the methodologies adopted to assess workforce travel, based upon the assumed origins of workers. The preliminary assessments will be updated and reported in the ES. The assessment of effects upon the labour market will consider workforce availability in the region. Assumptions used within the assessments will also be reported in the ES.
ID 2.1.10 (N/A)	Piling	The Scoping Report makes brief references to piling at paragraphs 6.9.5, 7.9.5, 11.7.4 and 12.6.4 and Tables 15.2 and 20.10. The ES should identify the construction methods to be used and ensure they are reflected across the assessment of effects within the ES, in particular the noise and vibration assessment.	PEI Report Volume 2 Part A Chapter 5 Project Description provides details of the assumed construction methods. The preliminary assessments reported within the PEI Report, including assessment of noise and vibration effects, adopt reasonable worst case assumptions with respect to piling methodologies. The description of construction methods will be updated in the ES and assumptions reflected within all of the relevant assessments.
ID 2.1.11 (N/A)	Construction hours	The ES should provide details of the anticipated construction working hours on which the assessment of likely significant effects	Current proposed working hours are detailed in PEI Report Volume 2 Part B Chapter 5 Project Description and the

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
		has been based (including any night-time working required, as indicated in Tables 6.3, 7.3 and 20.10). This should be consistent with the working hours specified in the draft Development Consent Order (dDCO).	Preliminary Code of Construction Practice (CoCP), and will be updated in the ES. It is anticipated that working hours will be secured by a DCO requirement.
ID 2.1.12 (N/A)	Lighting	The proposed lighting for all phases of the Proposed Development should be described within the ES.	Details of the proposed lighting for the Project during all phases (i.e. construction and operation/maintenance) will be provided in the ES.
ID 2.1.13 (N/A)	Vehicle Movements	The number of vehicle movements is key to a number of environmental aspect assessments. The ES should detail the number of anticipated vehicle movements during all phases of the Proposed Development and explain the assumptions upon which these have been established.	Preliminary projections of traffic movements attributable to the Project are included within PEI Report Volume 3 Part B Sections 1-7 Appendices 9A-9C. Details of vehicle movements during all phases of the Project (i.e. construction and operation/maintenance) and the assumptions relied on to establish these will be detailed in the ES.
Environmental Impact Assessment Methodology			
ID 2.2.1 (Paras 5.3.12-5.3.13)	Decommissioning	The Applicant proposes to scope decommissioning out of the assessment (except the decommissioning works proposed at the existing Grimsby West Substation (in part, or in full) as part of the construction phase of the Project). The Scoping Report anticipates that the transmission of electricity would continue for as long as there is a business case for doing so and states that decommissioning would be subject to separate consenting procedures. The Inspectorate agrees that decommissioning can be scoped out of the ES on that basis that a high-level summary of potential effects for each environmental topic is provided within the ES. The Inspectorate expects this to include a description of likely methods for decommissioning.	With the exception of the decommissioning works proposed at the existing Grimsby West Substation (in part, or in full) as part of the construction phase of the Project, decommissioning has been scoped out of the assessment. At this preliminary stage, the PEI Report does not detail the likely methods for decommissioning the existing Grimsby West Substation or provide an assessment of effects, which will be presented in the ES. Similarly, while not addressed in the PEI Report, a description of the likely methods for the decommissioning of the wider Project will be provided in the Project Description chapter of the ES and each environmental topic chapter for New Grimsby West Substation (Section 1) will provide a high-level summary of the potential effects of decommissioning of the Project, based upon the assumed methods.
ID 2.2.2 (Reference Chapter 3)	Alternatives	Paragraph 3.4.5 of the Scoping Report explains that the Strategic Options Report (SOR) considered onshore and offshore options, the latter of which was discounted due to cost. Paragraph 3.4.6 proceeds to explain that a new primarily overhead line connection was the emerging preference, with no explanation as to why an underground cable was discounted. The ES should provide this detail.	PEI Report Volume 2 Part A Chapter 3 Main Alternatives Considered includes a summary of an alternative option reliant on underground cabling, with further detail also provided within the Design Development Report. This builds on the rationale summarised within the Grimsby to Walpole and North Humber to High Marnham Strategic Options Report (Ref 2). The ES will include a description of the reasonable alternatives (including underground cables) to the Project, including the main reasons for selection of the preferred design.
ID 2.2.3 (Para 4.6.7)	LoDs	The Inspectorate acknowledges the need for the proposed LoDs. These should be clearly detailed within the ES. All surveys and assessments should be of sufficient spatial scale to incorporate any LoD for all elements of the Proposed Development.	The LoDs are described within PEI Report Volume 2 Part A Chapter 5 Project Description and will be clearly detailed within the ES. All surveys and assessments are being completed over a sufficient spatial scale to incorporate LoD. The survey and assessment methodologies adopted for each topic assessment (including Study Areas) are described within PEI Report Volume 3 Part A Appendix 4B Environmental Impact Assessment Methodologies and Scope .

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
ID 2.2.4 (Para 4.6.14)	Construction Traffic Management Plan	Paragraph 4.6.14 states that commitments regarding the use of electric vehicles or vehicles conforming with emission standards ratings are included in TTO1 and TTO2 in Appendix 4A Initial Outline Code of Construction Practice (CoCP). However, these specific commitments are not included in the Outline CoCP as stated. The Scoping Report also includes several further incorrect references to commitments in the outline CoCP. The Inspectorate acknowledges the Outline CoCP is currently in draft form, however the Applicant should ensure that all measures stated to be included within management documents are included where stated in the final application versions.	The Applicant has ensured that cross references within the PEI Report to measures within the Preliminary CoCP are accurate. Measures GG13, CC02 and AQ07 of the Preliminary CoCP are relevant to the use of electric vehicles and vehicle emission standards. Similarly, National Grid will ensure that all measures stated to be included within management documents within the ES are included within the final versions submitted with the DCO application.
ID 2.2.5 (Paras 5.3.15 and 12.7.6)	Duration of Effects	The Scoping Report proposes to assess effects during the phase within which the impact arises. The Scoping Report acknowledges there would be some permanent loss of habitats and agricultural land from the Proposed Development. These impacts would first arise and therefore be assessed during the construction phase. The Applicant should ensure that assessing such impacts solely during the construction phase does not underplay the potential duration and consequently, the significance of effect. The ES should clearly differentiate between habitat and agricultural land to be lost temporarily (i.e. to be reinstated) and that to be permanently lost.	National Grid will ensure that the reporting of permanent impacts in relation to the construction phase in the ES, does not underplay the potential duration and consequently, the significance of effects. The ES will clearly differentiate between habitat and agricultural land to be lost temporarily and that to be permanently lost. The description of the assessment methodologies adopted for the purposes of the PEI and proposed to be adopted for the subsequent ES is included within PEI Report Volume 3 Part A Appendix 4B Environmental Impact Assessment Methodologies and Scope and reflects this approach.
ID 2.2.6 (Image 5.3)	Significance of effect	Image 5.3 shows that up to three levels of significance is possible when combining a given value/sensitivity of receptor and a given impact magnitude. For example, a very high value/sensitivity of receptor combined with a small magnitude of impact results in an effect which could be of major, moderate or minor significance. This approach is echoed for some aspects (see Tables 12.9, 13.6, 16.19 and 17.12), but not for all. Where this approach is to be employed, the ES should clearly detail how the final level of significance has been determined and provide justification for not adopting the worst case level of significance from the options available.	The ES will clearly detail how the reported level of significance has been determined and provide justification where the worst case level of significance from the options available is not reported. The description of the assessment methodologies adopted for the purposes of the PEI and proposed to be adopted for the subsequent ES is included within PEI Report Volume 3 Part A Appendix 4B Environmental Impact Assessment Methodologies and Scope and reflects this approach.
ID 22.6 (Image 5.3)	Significance of effect	Where professional judgement is used to determine whether an identified effect is significant or not significant, this decision should be supported by clear reasons and evidence and make reference to any relevant guidance.	PEI Report Volume 3 Part A Appendix 4B Environmental Impact Assessment Methodologies and Scope describes where the assessment methodologies include application of professional judgement to determine whether an identified effect is significant or not significant and the supporting technical guidance. The conclusions reported within the ES will include evidence and clear reasoning and make reference to relevant guidance where professional judgement is used to determine the reported effects.
ID 2.2.7 (N/A)	Land access	The Inspectorate acknowledges the large scale of the Proposed Development and the high level of survey effort that will be required to characterise the baseline environment. Should any parts of the Study Area not be accessible for surveys, the ES should identify such limitations and detail the assumptions made in the assessments.	The assumptions and limitations upon which the preliminary assessment has been based on are included in PEI Report Volume 3 Part A Appendix 4B Environmental Impact Assessment Methodologies and Scope , with section-specific assumptions and limitations outlined in PEI Report Volume 2 Part B . These assumptions and limitations will be reviewed and updated as appropriate within the ES.
ID 2.2.8 (N/A)	Residues and emissions	The ES should provide an estimate, by type and quantity, of anticipated residues and emissions resulting from construction and	The ES will provide an estimate of the anticipated residues and emissions resulting from construction and operation of the Project,

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
		operation of the Proposed Development, as required by Schedule 4(1)(d) of the EIA Regulations 2017.	by type and quantity. This assessment has not yet been completed for the purposes of the PEI and is therefore not presented within the PEI Report.
ID 2.2.9 (Section 5.5)	Cumulative assessments	The Inspectorate appreciates that the projects for inclusion within the cumulative effects assessment are yet to be determined. Given the location of the Proposed Development and proximity to other approved, known and emerging NSIPs, the Applicant should ensure that the geographical scope is sufficient to capture inter-project effects. The Inspectorate notes the comments of North Lincolnshire County Council's in respect of giving further consideration to the Zone of Influence (Zol) for Traffic and Movement, Agriculture and Soils and Health and Wellbeing. The Applicant should seek to agree the Zols and the list of projects to be included within the assessment with relevant consultation bodies.	PEI Report Volume 3 Part C Appendix 10A Cumulative Effects Assessment Long List of Committed Developments sets out the longlist of committed developments and other projects for inclusion within the cumulative effects assessment. This is based upon a search of planning application within the local area (inclusive of Nationally Significant Infrastructure Projects (NSIPs)). The search radius considers the same geographical extent as that reported at scoping, which is a 10 km Zol. To generate the subsequent shortlist of developments proposed for further assessment of cumulative effects, each topic has defined an appropriate Zol for the cumulative effects assessments based upon professional judgement and supporting industry guidance and these are stated within PEI Report Volume 3 Part A Appendix 4C Cumulative Effects Assessment Methodology. National Grid will consider any consultation feedback received on the Zol used to inform the cumulative effects assessment committed development search, via the Stage 2 Consultation, and seek to agree the approach with relevant consultation bodies, including Lincolnshire County Council¹. PEI Report Volume 3 Part C Appendix 10B Cumulative Effects Assessment Shortlist of Committed Developments details the committed developments and other projects that have been shortlisted for a full cumulative effects assessment, as there is a potential for likely significant cumulative effects. The shortlist has been generated by considering the scale and nature of the projects, and the potential for interactions with the Project across all environmental topics. The full assessment will be reported as part of the ES and as such only the shortlist has been provided as part of the PEI Report. The longlist and shortlist of committed developments will be reviewed and updated if required within the ES.
ID 2.2.9 (Section 5.5)	Cumulative assessments	The ES should include an appropriate figure clearly depicting the locations and extent of projects included in the CEA in relation to the location of the Proposed Development	PEI Report Volume 2 Part C Figure 10.3 Shortlist of Committed Developments demonstrates the locations and extent of the shortlisted projects included in PEI Report Volume 3 Part C Appendix 10B Cumulative Effects Assessment Shortlist of Committed Developments. The longlist and shortlist of committed developments will be reviewed and updated if required within the ES.
ID 2.2.10 (N/A)	Transboundary	Any likely significant transboundary effects should be assessed within the ES. Following the adoption of this Scoping Opinion, the Inspectorate will undertake a transboundary screening, on behalf of the Secretary of State, under Regulation 32 of the 2017 EIA Regulations. The Secretary of State's duty under Regulation 32 continues throughout the application process.	It is noted that the Planning Inspectorate has undertaken a transboundary screening (Ref 3) and has concluded that the Planning Inspectorate is of the view that the Project is not likely to have a significant effect on the environment in an European Economic Area State.

¹ It is noted that whilst the PINS Comments referred to North Lincolnshire County Council, following review of consultation responses, this has been corrected to Lincolnshire County Council.

Reference	Description	Planning Inspectorate Scoping Opinion Comment	Grimsby to Walpole Applicant Response
	• sabotage or arson on proposed infrastructure during construction and operation; and • unexploded ordnance.		
ID 3.14.3 (Appendix 19A - Table 19A.1)	Standards, measures and processes	Notwithstanding the Inspectorate’s agreement to scope out an assessment of effects for Major Accidents and Disasters from the ES, the description of the Proposed Development in the ES should describe any standards/ measures and processes which would be relied on to exclude likely significant effects and explain how they would be secured and implemented as part of the DCO.	PEI Report Volume 2 Part A Chapter 5 Project Description includes a summary of standards/measures and processes which have been relied upon to exclude likely significant effects associated with Major Accidents and Disasters. This information will be reviewed and updated as appropriate during development of the ES.

4B. Environmental Impact Assessment Methodologies and Scope

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1. Introduction

1. Introduction

- 1.1.1 This appendix to **PEI Report Volume 2 Part A Chapter 4 Approach to Preliminary Environmental Information Report** is part of the wider suite of documents that make up the PEI Report for the Grimsby to Walpole Project (the Project). This Appendix sets out the methodologies applied in completing the preliminary assessments reported within each topic chapter of **PEI Report Volume 2 Part B Section Specific Assessments** and **PEI Report Volume 2 Part C Route-wide Assessment**. These methodologies are also proposed to be adopted for the purposes of the subsequent Environmental Statement (ES) for the Project. The appendix specifically describes the methods used to determine the baseline conditions, sensitivity of receptors and magnitude of change, and sets out the approach to judging the level effects and whether these are significant or not.
- 1.1.2 Annex A also provides a list of committed development which have been identified at this preliminary stage for inclusion in the future baseline scenarios which will be further refined and assessed during development of the ES. It is noted that a short-list of committed developments which are proposed for consideration within the Cumulative Effects Assessment is also included within **PEI Report Volume 3 Part C Route-wide Appendix 10B Cumulative Effects Assessment Shortlist of Committed Developments**.

2. Landscape

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