

# Supplementary Preliminary Environmental Information Report: Section 5 New Weston Marsh Substations A and B

Volume 2 Part A Introduction and Overview

Chapter 1 Introduction

November 2025

# Contents

<b>1.</b>	<b>Introduction</b>	<b>1-1</b>
1.1	Overview of the Supplementary Preliminary Environmental Information Report	1-1
1.2	Overview of the Project	1-2
1.3	The Need for the Project	1-3
1.4	The Requirement for Environmental Impact Assessment	1-4
1.5	Geographical Context	1-5
1.6	Purpose of the Preliminary Environmental Information	1-8
1.7	Structure of the Supplementary Preliminary Environmental Information Report	1-9
1.8	Competence	1-13
1.9	Other Assessments	1-13
1.10	Biodiversity Net Gain Commitments	1-13
1.11	Stakeholder Engagement	1-14
<hr/>		
Table 1.1	Supplementary Preliminary Environmental Information Report structure	1-11
<hr/>		
Image 1.1	Overview of the Project draft Order Limits	1-6
Image 1.2	Supplementary PEI Report Structure	1-10
<hr/>		
References		1-15
<hr/>		

# Grimsby to Walpole

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# 1. Introduction

# 1. Introduction

## 1.1 Overview of the Supplementary Preliminary Environmental Information Report

- 1.1.1 This Environmental Impact Assessment (EIA) Supplementary Preliminary Environmental Information (PEI) Report has been prepared by Ove Arup and Partners Ltd and AECOM Ltd, on behalf of National Grid Electricity Transmission plc (National Grid).
- 1.1.2 The production of this Supplementary PEI Report follows the previous publication of the June 2025 PEI Report (Ref 1) for the Grimsby to Walpole Project (the Project) in its entirety. For the purposes of PEI, the Project was split into seven Sections which are described in section 1.5 and are illustrated by **Image 1.2**.
- 1.1.3 At the time of writing and publishing the June 2025 PEI Report, the design information available for Section 5 New Weston Marsh Substations A and B (Section 5) was not as detailed as that produced for other sections of the Project. As a result, the preliminary environmental assessment of proposed works within Section 5 reported within the June 2025 PEI Report, was also not of a comparable level of detail to that reported for other sections.
- 1.1.4 Since publication of the June 2025 PEI Report, further design development work has been completed to confirm the requirement for two substations within Section 5, the preferred locations of the new Weston Marsh Substation A and new Weston Marsh Substation B and the associated overhead line and underground cable connections. The draft Order Limits for Section 5 have also now been defined, whereas the June 2025 PEI Report was based upon a wider 'Refined Weston Marsh Substation Siting Zone' which covered a greater total area than the Section 5 draft Order Limits. This additional design information has facilitated an updated preliminary assessment of the potential likely significant effects (positive or negative) of Section 5.
- 1.1.5 This Supplementary PEI Report has therefore been produced to support a Targeted Consultation specifically relating to proposed works within Section 5 New Weston Marsh Substations A and B, referred to as the 'Weston Marsh Targeted Consultation'. This is to ensure that consultees are provided with fuller details of the potential likely significant effects of Section 5 than those presented within the June 2025 PEI Report and during the Stage 2 consultation, such that they are able to prepare well-informed responses to the Weston Marsh Targeted Consultation.
- 1.1.6 The latest design proposals within Section 5 do not result in any changes to the PEI reported within the June 2025 PEI Report for all other sections of the Project. The updated information provided within this Supplementary PEI Report is specific to Section 5 only, including how the updated preliminary assessment of likely significant effects within the Section 5 Study Area influences the conclusions of the previously published preliminary route-wide assessment.
- 1.1.7 Where information contained within the June 2025 PEI Report is relevant to the preliminary assessment of proposed works within Section 5, it is repeated within this Supplementary PEI Report to aid understanding. The updated information contained



within the Supplementary PEI Report which differs to that previously published within the June 2025 PEI Report, is however primarily limited to the following:

- i. Project Description and Overview of Section 5: further details of the Weston Marsh Substations A and B, associated connections and construction and logistics arrangements are now included within the relevant sections of the Supplementary PEI Report;
- ii. Main Alternatives Considered: provides a summary of the further option appraisal work undertaken since publication of the June 2025 PEI Report, specifically relevant to the proposed works within Section 5;
- iii. Baseline Conditions: relevant receptors within each environmental topic Study Area have been reviewed and updated as required following definition of the Section 5 draft Order Limits, which extend over a smaller total area than the Section Refined Siting Zone previously considered within the June 2025 PEI Report;
- iv. Section Specific Preliminary Assessment of Significant Effects: the Supplementary PEI Report includes an updated assessment of the likely significant effects of Section 5 of the Project. This updated preliminary assessment is based upon the updated environmental baseline discussed above, and outline design and construction information for Weston Marsh Substations A and B and associated connections, which was not previously available at the time of writing the June 2025 PEI Report; and
- v. Route-wide Preliminary Assessment of Significant Effects: where the further design and construction information relating to Section 5 of the Project is likely to result in new or different route-wide effects to those reported within the June 2025 PEI, these are reported within **Supplementary PEI Report Volume 2 Part C Route-wide Assessment**.

- 1.1.8 The PEI for the Project in its entirety will be supplemented and updated during completion of the EIA, the findings of which will be reported within the Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application for the Project.

## 1.2 Overview of the Project

- 1.2.1 The Project is a Nationally Significant Infrastructure Project (NSIP), as defined under section 16 of the Planning Act 2008 (PA 2008) (Ref 2) because it comprises a new electricity line above ground with a length of more than 2 kilometres (km), and with an operating voltage of above 132 kilovolt (kV). This Project is also part of The Great Grid Upgrade – the largest overhaul of the grid in generations.
- 1.2.2 The proposal by National Grid is to reinforce the transmission network with a new 400 kV electricity transmission line over a distance of approximately 140 km starting from a new 400 kV substation west of the town of Grimsby in North East Lincolnshire and ending at a new 400 kV substation west of the village of Walpole St Andrew and north of the town of Wisbech, in King's Lynn and West Norfolk District. The Project also includes the construction of two new 400 kV Lincolnshire Connection Substations located south-west of Mablethorpe in East Lindsey, two new 400 kV Weston Marsh substations, located in the vicinity of the Spalding Tee-Point in South Holland District and the decommissioning (in full or part) of the existing Grimsby West Substation.

- 1.2.3 National Grid owns, builds and maintains the high voltage electricity transmission network in England and Wales which transports electricity from generators (such as wind farms, solar farms and power stations) to local distribution network operators. Under section 9 of the Electricity Act 1989 (Ref 3), National Grid as the transmission licence holder, is required to develop and maintain an efficient, coordinated and economical electricity transmission system.
- 1.2.4 National Grid is also required, under section 38 of the Electricity Act 1989, to comply with the provisions of Schedule 9 of the Act. Schedule 9 requires licence holders, in the formulation of proposals to transmit electricity, to:
- Schedule 9(1)(a) ‘...have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;’ and*
- Schedule 9(1)(b) ‘...do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects’.*

### 1.3 The Need for the Project

- 1.3.1 The electricity industry in Great Britain is undergoing unprecedented change. The closure of fossil fuel-powered generation and ageing nuclear power stations means substantial investment in sustainable generation and interconnection capacity is required to maintain energy security and supply standards. Growth in onshore renewable technologies, offshore wind generation, and interconnectors with Europe has resulted in many planned connections, particularly in Scotland, England, and along the East Coast. The UK Government’s legally binding "Net Zero" commitment to achieve a 100 per cent reduction in greenhouse gas emissions by 2050 under the Climate Change Act 2008 requires a decisive transition away from fossil fuels. This has driven and will continue to drive investment in low-carbon energy sources.
- 1.3.2 Historically, the transmission system relied on coal-powered generation, but the shift to low-carbon energy has resulted in the closure of these power stations, with more closures expected. New generation capacity is geographically distant from these historical hubs, requiring substantial updates to the transmission system to serve urban areas such as the M62 corridor, the Midlands, and the Southeast, which have the highest concentrations of electricity demand. As the UK decarbonises, national energy demand will increase, and fossil fuel generation will be replaced by low-carbon alternatives in new locations.
- 1.3.3 National Grid must be able to connect new generators and at the same time to ensure the transmission system meets performance and security standards set out in the National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS) (Ref 4). This means that where the boundary capacity of the NETS is exceeded against the SQSS, National Grid must resolve the capacity shortfall. This is known as "boundary reinforcement" and relates to boundaries designated B8 and B9 – see further below.
- 1.3.4 Generators apply to the National Energy System Operator (NESO) to connect to the NETS. Once agreed, these connections are contractually secured and National Grid is obliged to provide them. The NETS must be designed to handle existing and new connections in peak demand conditions and to have sufficient spare capacity to

prevent widespread supply interruptions from defined fault conditions. Performance standards require the system to maintain frequency, avoid overloads, stay within voltage limits, and remain electrically stable during faults.

- 1.3.5 The NETS in the area of the Project was primarily constructed in the 1960s to connect inland coal-fired power stations. Later, gas-fired 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. In respect of the Project, two clusters of new connections are particularly relevant.
- 1.3.6 The Creyke Beck generation group includes connections to existing substations and contracted new generation comprising offshore wind, interconnectors, energy storage, and combined cycle gas turbine (CCGT) power stations, with a total contracted capacity of approximately 18.7 GW by 2035. The East Coast group, spanning South Humber to North Wash, has a total contracted capacity of approximately 12.7 GW by 2035, including offshore wind, energy storage, solar, and CCGT. Both generation groups face significant transmission capacity shortfalls, requiring approximately 7 GW of reinforcements each to accommodate new connections and comply with the SQSS.
- 1.3.7 The Project is also needed to provide reinforcement across boundaries B8 and B9. Boundaries split the system into two parts, crossing critical circuit paths that carry power between areas and where power flow limitations may be encountered. Boundaries help identify regions where reinforcement is most needed by enabling analysis of power transfers between separated areas. The current document Future Energy Scenarios 2023, for which the National Energy System Operator is responsible, reveals substantial capability deficits across these boundaries, with B8 requiring 7,899 MW of additional capacity by 2035 and B9 4,708 MW by 2030 in accommodating the two generation groups. Addressing these deficits will require two 400 kV AC double circuits or six High Voltage Direct Current (HVDC) connections for B8, and one 400 kV AC double circuit or three HVDC connections for B9. Maximising current capacity under fault conditions will not resolve the deficits, making reinforcements essential. The Project will provide one of the necessary 400 kV double circuit reinforcements.

## **1.4 The Requirement for Environmental Impact Assessment**

- 1.4.1 Environmental Impact Assessment is a process required by UK law which brings together information about the likely significant effects of a development. The legal basis for EIA lies in European Community Directive 85/337/EEC2 (EIA Directive) (Ref 5). The EIA Directive was transposed into UK law through several pieces of legislation.
- 1.4.2 In relation to NSIPs, EIA is required for certain developments under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') (Ref 6). Under the EIA Regulations, EIA is mandatory for development projects defined under Schedule 1. Those development projects defined in Schedule 2 only require EIA if they are likely to have significant effects on the environment by virtue of their nature, size or location. As the Project comprises an overhead with a voltage of 220 kV or more and its length is greater than 15 km, the Project falls within the provisions of Schedule 1. Considering the nature and size of the Project, an EIA will be prepared in line with Regulation 8(1)(b) of the EIA



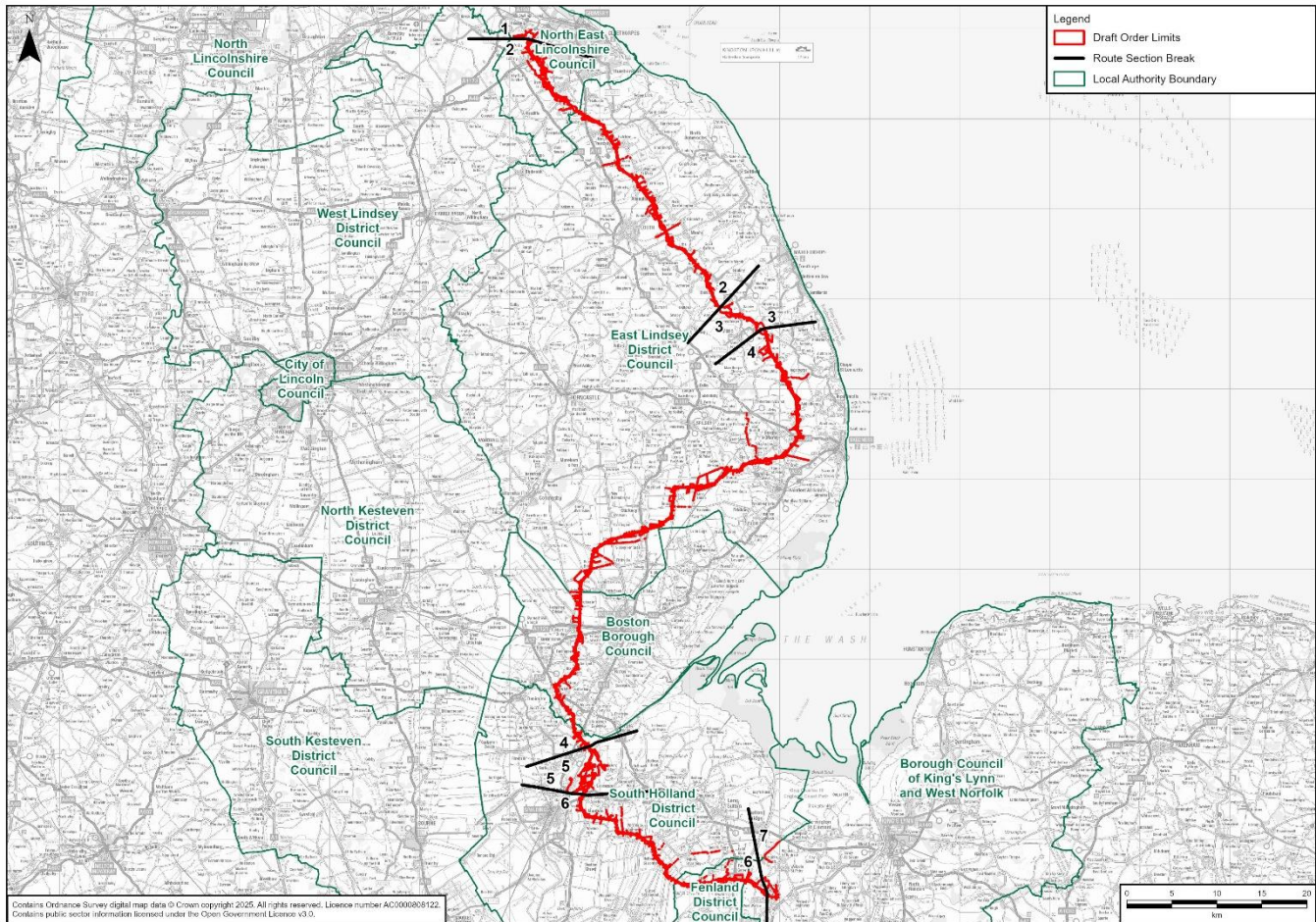
Regulations, therefore National Grid has previously provided notice that the application for a DCO will be accompanied by an ES. The ES will be based on the Scoping Opinion, as required by Regulation 14(3)(a) of the EIA Regulations, and both the June 2025 PEI Report and this Supplementary PEI Report have been produced in accordance with Regulation 12 of the EIA Regulations.

- 1.4.3 Under Regulation 12 of the EIA Regulations, since an ES will be required, it is necessary for National Grid to publicise and consult on the PEI. It must also set out in the consultation statement that it will have prepared under section 47 of the PA 2008 how it will do so.

## 1.5 Geographical Context

- 1.5.1 The majority of the Project is located in the East Midlands Region within Lincolnshire, with parts of the Project to the south within Cambridgeshire and Norfolk, as illustrated on **Supplementary PEI Report Volume 2 Part A Figure 1.1 Draft Order Limits**. The draft Order Limits lie across the following six local planning authority areas:
- i. North East Lincolnshire Council;
  - ii. East Lindsey District Council;
  - iii. Boston Borough Council;
  - iv. South Holland District Council;
  - v. Fenland District Council; and
  - vi. Borough Council of King's Lynn and West Norfolk.
- 1.5.2 The proposed works within Section 5, which are the focus of this Supplementary PEI Report and the Weston Marsh Targeted Consultation, are contained entirely within the administrative boundary of South Holland District Council.
- 1.5.3 **Supplementary PEI Report Volume 2 Part A Figure 1.1 Draft Order Limits** and **Image 1.1** provide an overview of the draft Order Limits and the geography of the Project in its entirety.

Image 1.1 Overview of the Project draft Order Limits



1.5.5 For the purpose of reporting in the previously published June 2025 PEI Report and this Supplementary PEI Report, the Project has been split into seven Sections, these are:

- i. Section 1 New Grimsby West Substation – located within the North East Lincolnshire Council local planning authority area and to the immediate west of Grimsby;
- ii. Section 2 New Grimsby West Substation to New Lincolnshire Connection Substation A – located within the North East Lincolnshire Council and East Lindsey District Council local planning authority areas, the start point of which is located to the immediate west of Grimsby and the end point of which is located approximately 2 km east of Claythorpe;
- iii. Section 3 New Lincolnshire Connection Substations A and B – located within the East Lindsey District Council local planning authority area, the start point of which is located approximately 2 km east of Claythorpe and the end point of which is located approximately 2.5 km east of Alford;
- iv. Section 4 New Lincolnshire Connection Substation B to New Weston Marsh Substations A and B – located within the East Lindsey District Council, Boston Borough Council and South Holland District Council local planning authority areas, the start point of which is located approximately 2.5 km east of Alford and the end point of which is located approximately 7 km northeast of Spalding;
- v. Section 5 New Weston Marsh Substations A and B – located within the South Holland District Council local planning authority area, the start point of which is

located approximately 7 km northeast of Spalding and the end point of which is located approximately 2.5 km northeast of Spalding;

- vi. Section 6 New Weston Marsh Substations A and B to New Walpole B Substation – located within the South Holland District Council and Fenland District Council local planning authority areas, the start point of which is located approximately 2.5 km northeast of Spalding and the end point of which is located south of Walpole Marsh and Walpole Saint Peter and east of Walpole Highway; and
- vii. Section 7 New Walpole B Substation – located within the Borough of King’s Lynn and West Norfolk local planning authority area, south of Walpole Marsh and Walpole Saint Peter, and east of Walpole Highway.

- 1.5.6 The Project is located in an area that is predominantly rural, with large parts of the land under arable farming use. The towns of Grimsby, Louth, Boston, and Spalding are located within 5 km of the Project. There are also multiple villages and individual properties near to the Project. Those closest to the Section 5 draft Order Limits include Surfleet Seas End, Moulton Seas End, Moulton and Weston.
- 1.5.7 There are numerous overhead lines of varying voltage in the vicinity of parts of the Project; most notable in the context of Section 5 are the existing 400 kV 4ZM and 400 kV 2WS overhead lines, which route through the Section 5 draft Order Limits. There is also an existing 400 kV substation, Spalding North Substation, located within 1.5 km of the Section 5 draft Order Limits.
- 1.5.8 The Project directly interfaces with a number of other National Grid projects<sup>1</sup> including:
- i. Weston Marsh to East Leicestershire, a new network reinforcement which will connect to the new Weston Marsh Substation B, via proposed overhead lines running on a west to east alignment;
  - ii. Eastern Green Link 3 and 4, two new primarily offshore high voltage electricity links, with associated onshore infrastructure, between Scotland and England which will connect to Walpole B Substation; and
  - iii. Eastern Green Link 5, a new primarily offshore high voltage electricity link, with associated onshore infrastructure, between Scotland and England which will connect to Lincolnshire Connection Substation B.
- 1.5.9 The new Walpole B Substation within Section 7 has been identified as a common connection point for the Eastern Green Link 3 and Eastern Green Link 4 Projects, which are being developed by National Grid to reinforce the electricity transmission system to help deliver the UK Government’s Net Zero target.
- 1.5.10 Therefore, although the proposed new Walpole B Substation is currently included as part of this Project, the need for this substation also exists as a part of the Eastern Green Link 3 and Eastern Green Link 4 Projects. Therefore, the new Walpole B Substation forms part of both the Grimsby to Walpole Project and Eastern Green Links 3 and 4 Projects.
- 1.5.11 **Supplementary PEI Report Volume 2 Part B Section 5 Chapters 1 – 13** outline in greater detail the environmental features that are present within, and in proximity to,

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<sup>1</sup> It should be noted that while the Grimsby to Walpole Project does not geographically interface with the North Humber to High Marnham Project, the two projects share a Strategic Options Report (Ref 7).



the Section 5 draft Order Limits. Some of the most notable environmental features include the following:

- i. The Wash SPA and Ramsar site and The Wash and North Norfolk Coast SAC, located to the north east of the Section 5 draft Order Limits;
- ii. Nene Washes SPA and Ramsar site, located to the south of the Section 5 draft Order Limits;
- iii. Section 5 is located within the Fens National Character Area and East Midlands Region Landscape Character Type (RLCT) 2A Settled Fens and Marshes;
- iv. Wykeham Chapel Scheduled Monument and grade I and II listed buildings, located to the south west of the Section 5 draft Order Limits; and
- v. MacMillan Way long-distance footpath promoted and recreational route (Public Right of Way (ProW)) runs through the north of Section 5.

## 1.6 Purpose of the Preliminary Environmental Information

- 1.6.1 Regulation 12(2) of the EIA Regulations defines preliminary environmental information as information that has been compiled by the applicant and *'is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)'*.
- 1.6.2 The Planning Inspectorate's Advice Note Seven: Environmental Impact Assessment: process, preliminary environmental information and environmental statements (Advice Note Seven) (Ref 8), paragraph 8.4 states:  
  
*'There is no prescribed format as to what PEI should comprise and it is not expected to replicate or be a draft of the ES. However, if the Applicant considers this to be appropriate (and more cost effective) it can be presented in this way... A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage'.*
- 1.6.3 As with the June 2025 PEI Report, this Supplementary PEI Report has been prepared in accordance with Advice Note Seven, and is intended to give consultees an understanding of the potential likely significant effects of the Project (positive or negative), to enable them to prepare well-informed responses to the statutory consultation. All data, conclusions and assessments are by their nature preliminary and are based on the current Project design within Section 5 as described within this Supplementary PEI Report. All assessment work has applied (and any ongoing work continues to apply) a precautionary principle, in that where limited information is available (in terms of the proposals for the Project and baseline information), a realistic worst-case is assessed.
- 1.6.4 The final assessment for all Sections of the Project will be presented within the ES submitted with the DCO application. This will consider the representations made during the previous Stage 1 and Stage 2 Consultations and the Weston Marsh Targeted Consultation, which this Supplementary PEI Report supports. The ongoing engineering design completed in advance of submission of the DCO application will be informed by the EIA process.

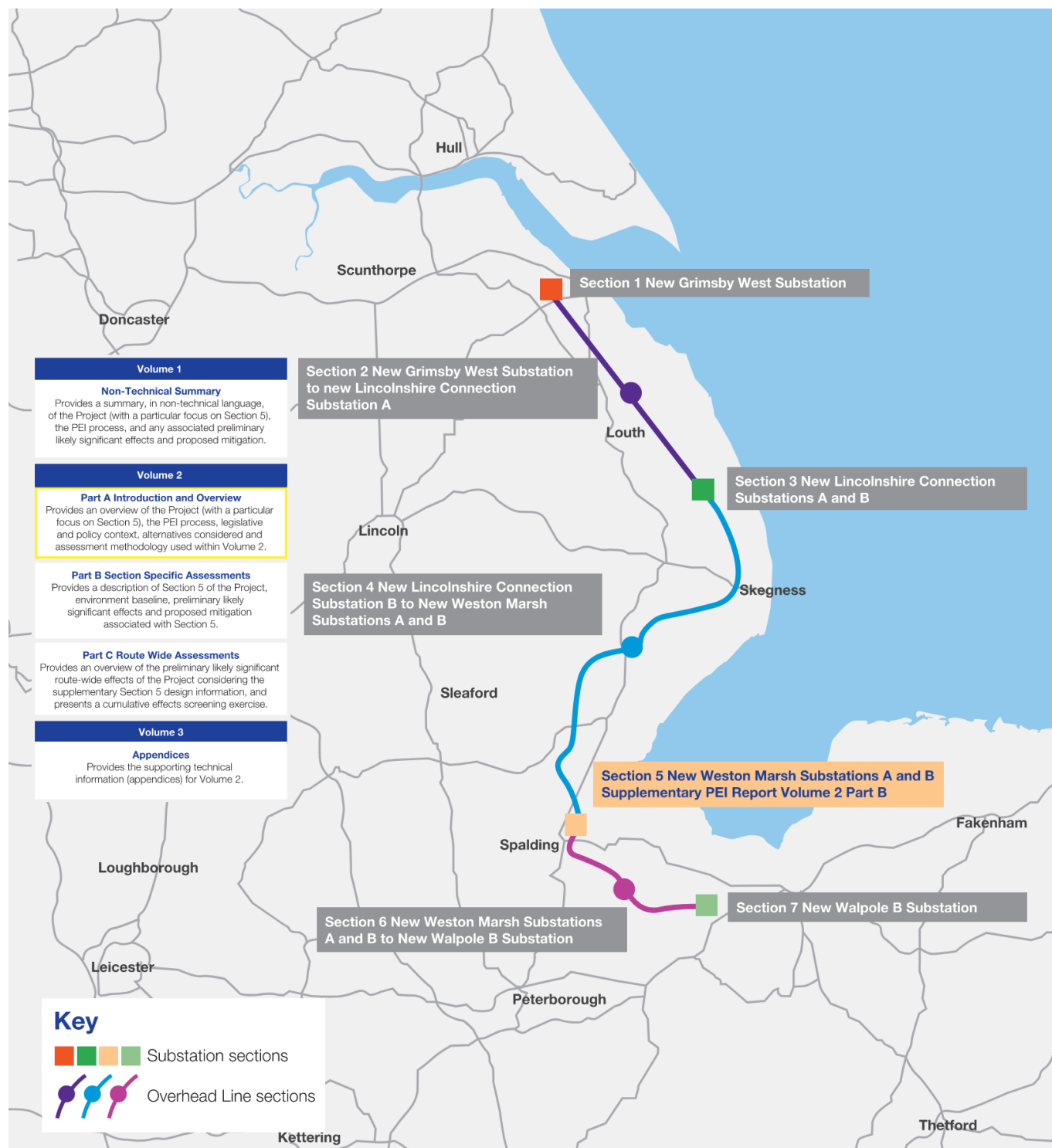
- 1.6.5 Regulation 14(3)(a) of the EIA Regulations states that the ES must '*where a scoping opinion has been adopted, be based on the most recent scoping opinion adopted*'. The June 2025 PEI Report and this Supplementary PEIR Report have been informed by the EIA Scoping Opinion published by the Secretary of State on 10 September 2024 insofar as is appropriate. Further detail is provided in **Supplementary PEI Report Volume 3 Part A Appendix 4A Planning Inspectorate Scoping Opinion Responses**.
- 1.6.6 Any significant effects identified within the June 2025 PEI Report and this Supplementary PEI Report are identified on a preliminary basis and may be subject to change as environmental assessments progress. Therefore, likely significant effects provisionally identified, may later be found not to be significant following further design development and identification of further mitigation measures. The conclusions will be reported in the ES.

## 1.7 Structure of the Supplementary Preliminary Environmental Information Report

- 1.7.1 As with the June 2025 PEI Report, this Supplementary PEI Report consists of three volumes containing the following:
- i. **Supplementary PEI Report Volume 1** contains the Non-Technical Summary (NTS) which presents the findings of this Supplementary PEI Report in a manner that is easily understood by the general public;
  - ii. **Supplementary PEI Report Volume 2 Part A** presents the introduction and overview of this Supplementary PEI Report, as well as the supporting figures;
  - iii. **Supplementary PEI Report Volume 2 Part B** contains the updated preliminary environmental assessment specific to Section 5, as well as the supporting figures;
  - iv. **Supplementary PEI Report Volume 2 Part C** contains the updated preliminary route-wide assessment, based upon the further design development of proposals within Section 5, as well as supporting figures; and
  - v. **Supplementary PEI Report Volume 3** contains the technical appendices in support of **Supplementary PEI Report Volume 2**.
- 1.7.2 The structure of the Supplementary PEI Report is demonstrated by **Image 1.2** below.



Image 1.2 Supplementary PEI Report Structure



- 1.7.3 The Section 5-specific assessment contained within the **Supplementary PEI Report Volume 2 Part B** has been updated for all environmental topics, to allow information on the impacts of Section 5 of the Project to be accessible on a local level by stakeholders.
- 1.7.4 As reported in the June 2025 PEI Report, for some of the environmental topics a route-wide assessment approach has been implemented. This enables certain effects to be assessed at a geographic scale greater than the section-specific assessments presented within Part B of the June 2025 PEI Report and this Supplementary PEI Report. Therefore, Part C of this Supplementary PEI Report

considers whether the updated assessment of the likely impacts and effects of the Project within Section 5, would result in any new or different route-wide effects to those reported within the June 2025 PEI Report.

- 1.7.5 In the June 2025 PEI Report Volume 2 Part C, potential effects upon the Lincolnshire Wolds National Landscape (AONB) (subsequently referred to as "the AONB" in this Supplementary PEI Report) were assessed at a route-wide scale. Section 5 of the Project is not located in proximity to the AONB (which is approximately 40 km north). The further design development that has been completed for Section 5 therefore does not have any impact on the assessment of potential effects of the Project upon the AONB, as reported in the June 2025 PEI Report. Effects upon the AONB have therefore not been considered in this **Supplementary PEI Report Volume 2 Part C**.
- 1.7.6 Together, the section specific assessment and the route-wide assessment provide information reasonably required to develop an informed view of the likely significant environmental effects of the Project, specifically due to the proposed works within Section 5.
- 1.7.7 A more detailed overview of the structure of this Supplementary PEI Report is outlined in **Table 1.1** below.

**Table 1.1** Supplementary Preliminary Environmental Information Report structure

<b>Supplementary PEI Report Volume/Part/Chapter</b>	<b>Content</b>
<b>Supplementary PEI Report Volume 1 NTS</b>	A concise and standalone document which provides a description of Section 5 of the Project, the EIA process and its findings in relation to the likely impacts and effects of the Project within Section 5, in a manner that is easily understood by the general public.
<b>Supplementary PEI Report Volume 2</b>	Contains the main body of the Supplementary PEI Report, as well as the supporting figures.
Part A Introduction and Overview	Contains the introduction and overview of this Supplementary PEI Report.
Chapter 1 Introduction	Provides an introduction to the Project and sets out the purpose and structure of the Supplementary PEI Report.
Chapter 2 Legislative, Regulatory and Planning Policy Context	Presents a review of the legislation and policy relevant to Section 5 of the Project, including local planning policies.
Chapter 3 Main Alternatives Considered	Outlines the evolution of the Project design within Section 5, reasonable alternatives considered and the reasons for selecting the preferred option presented within the Weston Marsh Targeted Consultation.
Chapter 4 Approach to Preliminary Environmental Information	Presents a description of the overall EIA methodology that is proposed for the Project, including temporal durations and approach to mitigation.
Chapter 5 Project Description	Describes the Project in its entirety, including permanent features and associated temporary works. It describes

Supplementary PEI Report Volume/Part/Chapter	Content
	the general characteristics of the Project, outlines areas of flexibility in relation to design parameters, and how the Project would be constructed, operated and maintained.
Part B Section Specific Assessment: Section 5 New Weston Marsh Substations A and B	<p>Reports the effects of Section 5 of the Project that are likely to occur at a section-specific level and contains the following chapters:</p> <ul style="list-style-type: none"> <li>• Chapter 1 Overview of Section 5 and Description of the Project;</li> <li>• Chapter 2 Landscape;</li> <li>• Chapter 3 Visual;</li> <li>• Chapter 4 Ecology and Biodiversity;</li> <li>• Chapter 5 Historic Environment;</li> <li>• Chapter 6 Water Environment and Flood Risk;</li> <li>• Chapter 7 Geology and Hydrogeology;</li> <li>• Chapter 8 Agriculture and Soils;</li> <li>• Chapter 9 Traffic and Movement;</li> <li>• Chapter 10 Noise and Vibration;</li> <li>• Chapter 11 Socioeconomics, Recreation and Tourism;</li> <li>• Chapter 12 Air Quality; and</li> <li>• Chapter 13 Summary.</li> </ul>
Part C Route Wide Assessments	Reports the effects that are likely to occur at a geographical scale greater than that presented within the <b>Supplementary PEI Report Volume 2 Part B Section 5 Assessment</b> .
Chapter 1 Introduction	
Chapter 2 Ecology and Biodiversity	
Chapter 3 Historic Environment	
Chapter 4 Water Environment and Flood Risk	
Chapter 5 Agriculture and Soils	
Chapter 6 Socioeconomics, Recreation and Tourism	
Chapter 7 Health and Wellbeing	
Chapter 8 Climate Change	

Supplementary PEI Report Volume/Part/Chapter	Content
Chapter 9 Cumulative Effects	Presents the cumulative effects assessment methodology along with an initial indication of potential cumulative effects associated with the Project.
Supplementary PEI Report Volume 3 Technical Appendices	Provides the Appendices which support <b>Supplementary PEI Report Volume 2 Part A, Part B and Part C</b> .

## 1.8 Competence

- 1.8.1 Regulation 14(4) of the EIA Regulations requires that an ES is prepared by ‘*competent experts*’ and that the ES is accompanied by a competent expert statement outlining the relevant expertise or qualifications of such experts. National Grid has taken the same approach to the compilation of the June 2025 PEI Report and this Supplementary PEI Report.
- 1.8.2 As with the June 2025 PEI Report, this Supplementary PEI Report has been prepared and coordinated by a team from leading organisations who are members of the Institute of Environmental Management and Assessment EIA Quality Mark Scheme (Ref 9). This is an independently reviewed voluntary standard, requiring organisations to commit to excellence in their EIA activities. All specialists have demonstrable expertise in their fields. These credentials are demonstrated by a competent expert statement, as detailed in **Supplementary PEI Report Volume 3 Part A Appendix 1A Competent Expert Statement**.

## 1.9 Other Assessments

- 1.9.1 In addition to the EIA, the DCO application for the Project requires other standalone assessments to support the application and meet the requirements of other relevant policies. Three such assessments are the Flood Risk Assessment, Water Framework Directive Assessment and the Habitats Regulations Assessment.
- 1.9.2 Whilst the outcomes of these assessments may be drawn upon when undertaking the EIA (and vice versa), the scope of these other assessments will be discussed and agreed with appropriate regulatory authorities in line with their own regulatory requirements and relevant policy and legislation. These additional documents will be submitted alongside the DCO application.
- 1.9.3 Where appropriate, the environmental topic chapters in this Supplementary PEI Report outline where the findings of one of the additional assessments are to be drawn upon when undertaking the EIA, and any proposed scope of the relevant additional assessment is set out to facilitate consultation with relevant consultees in relation to this Supplementary PEI Report.

## 1.10 Biodiversity Net Gain Commitments

- 1.10.1 Under the Environment Act 2021 (Ref 10) it will be mandatory for all (onshore) NSIPs to deliver Biodiversity Net Gain (BNG). The government has proposed to introduce BNG requirements for NSIPs from May 2026 (Ref 11). The requirement is to achieve at least 10 per cent measurable net gain, which is to be secured for at least 30 years.

The detail of BNG requirements for NSIPs will be set out within a Biodiversity Gain Statement. The Department for Environment, Food and Rural Affairs (Defra) completed consultation on a draft Biodiversity Gain Statement between 28 May 2028 and 24 July 2028.

- 1.10.2 National Grid's Environmental Action Plan 2021-2026 (Ref 12) makes a commitment to achieving at least 10 per cent gain in environmental value (including biodiversity) on all construction projects by 2026.
- 1.10.3 This commitment requires delivery of quantifiable enhancement for biodiversity from the pre-development baseline, measured using the Defra statutory biodiversity metric (Ref 13) with actions formalised and secured by long-term management arrangements with external organisations and partners.
- 1.10.4 A Biodiversity Net Gain Strategy will be provided to support the final submission of the DCO application.

## 1.11 Stakeholder Engagement

- 1.11.1 Engagement and consultation with technical stakeholders and the local community is a key element of the EIA process. It has, and will continue to, inform the design and assessment of the Project. Detail on the approach to consultation can be found in the **Grimsby to Walpole Statement of Community Consultation**.
- 1.11.2 The June 2025 PEI Report was issued as part of the Stage 2 Consultation held between 11 June 2025 and the 6 August 2025. This enabled consultees to develop an informed view of the likely significant environmental effects of the Project and help to inform their responses to the Statutory Consultation.
- 1.11.3 No additional engagement and consultation with the local community has occurred on Section 5 specifically since the Stage 2 Consultation. Technical stakeholder engagement is summarised within **Grimsby to Walpole Supplementary PEI Report Volume 3 Appendix 4D Summary of Stakeholder Engagement**.
- 1.11.4 This Supplementary PEI Report has been published as part of the current period of Targeted Consultation conducted by NGET which provides all those with an interest in Section 5 of the Project, including local authorities, statutory consultees, parties with land interests and the local community, the opportunity to provide feedback on the developing design of Section 5 of the Project.



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